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DRESS TIES.

HONGKONG, FRIDAY, NOVEMBER 30th, 1900.

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New Advertisements will be found on page 4.

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"UNDOUBTEDLY THE BEST BEER THAT HAS YET BEEN BREWED IN AMERICA.'

PRICE PER CASE OF 6 DOZEN PINTS 7 \$13.50 4 " QUARTS)

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WINE SHIPPERS SINCE 1815, Who have consigned their Brands to Hongkong for over half a contury. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central

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QUARE BOTTLE WHISKY The sale of this good Scotch increases month by mouth. It is of Superb Quality and of

CUTLER, PALMER & Co.'s SELECTION. Sole Agents for it-LANE, CRAWFORD & CO.

Hongkong. WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of

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G. C. ANDERSON.

PRICE \$10.75 PER DOZEN

of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSEN & CO. Hongkong. [42

ONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED.

TIME TABLE. WEEK, DAYS.

7.80 a.m. to 8.30 a.m. ... Every quarter of an hour 8.30 a.m. to 9.30 a.m. ... Every ten minutes 9.80 a.m. to 10.45 a.m. ... Every quarter of an hour 11.30 a.m. to 3.00 p.m. Every quarter of an hour 3.30 p.m. to 6.30 p.m. ... Every quarter of an hour 6.30 p.m. to 8.00 p.m. ... Every ten minutes Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

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pany's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON. General Managers. Hongkong, 1st May 1899.

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CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE " and " MONOPOLE " CYCLES, and we also supply fitting of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

McKIRDY & CO., 43 & 43A. QUEEN'S ROAD EAST. Hongkong, 3rd November, 1899.

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Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO. Sole Agents. Hongkong, Joth May 1895.

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PORTLAND CEMENT. \$5.00 per Cask of 375 lbs. net ex Factory. \$3.00 per Bag of 250 lbs. TOMES & CO., General Managers. Hongkong, 2nd July, 1900.

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DRESS SHIRTS.

DRESS SHOES. DRESS GLOVES, &c., &c.

CRAWFORD CO.

ANDREW'S BALL.

> PATENT, COURT AND DRESS SHOES. WHITE AND LAVENDER GLOVES.

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS, TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned: C.P. & Co.'s INVALIDS' PORT

SUPERB OLD COGNAC,

\$22.50 PER DOZ. Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above. THE ELITE OF WHISKY:

THE "PALL MALL,"

\$20 PER DOZ. 11 Years old ; the finest quality shipped.

Each bottles bears an Analyst's certificate. P. & Co.'s OWN SPECIAL

> BLEND WHISKY, \$10.75 PEB DOZ.

Very soft, palatable, and mature.

AMOROSO SHERRY, \$20 PER DOZ.

> LA TORRE SHERRY, \$16.75 PER DOZ.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall.

DOURO PORT.

\$14.25 PER DOZ.

A fine, full, and fruity wine.

natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR-

\$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE FTEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS-SIEMSSEN & CO., HONGKONG.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL Entrance: Ica House STREET (New Victoria Hotel).

FAMED WORLD BEER

THE ONLY BEVERAGE

REFRESHING. TONIC AND

SOLE AGENTS-

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

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"AQUARIUS,"

WATER. MADE FROM PURE TREBLE DISTILLED WATER, FREE

FROM ALL FORMS OF ORGANIC CONTAMINATION, OF THE HIGHEST STANDARD OF EXCELLENCE, AND MIXES FREELY WITH WINES AND SPIRITS WITHOUT DESTROYING THEIR CHARACTER.

SOLE AGENTS WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 21st November, 1900.

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SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

COMPANY, LIMITED.

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AGENTS FOR GUICHARD, POTHERET & CO., &c.) Bottles. & Bottles. BEAUNE ...

H. PRICE & CO..

WINE MERCHANTS, 12 QUEEN'S ROAD.

11.00

W. BREWER & CO.

JUST RECEIVED. NUMBERS - ILLUSTRATED LONDON NEWS, GRAPHIC, BLACK

and WHITE, PEAR'S, and SKETCH, at 75 cents each.

A LARGER STOCK

than ever of European made.

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TUCK'S CALENDARS, SMITH'S DIARIES, COLLINS CALENDAR

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Intimate China, by Mrs. Archibald Little \$3.50 Strength and How to Obtain It, by Sandow 1.75 Heroes of the United Service, by Valentine 4.50 China the Long-lived Empire, by Scidmore 4.50 Tom Wallis, by Louis Becke ... 3.50 Map of the Chinese Question Isle of Unrest, by Merriman Voices in the Night, by Steele The Brand of the Broad Arrow, by Griffith 1.50 Digger Dick's Darling A LARGE NEW STOCK of VERY FINE ENGRAVINGS. A NEW STOCK of

NEW BOOKS AND NEW EDITIONS.

BOXES of WATER COLORS, from 70 cents to \$7.50. A NEW STOCK of

GUEST CARDS. MENU and BALL PROGRAMMES. 23 & 25, Queen's Road, Hongkong.

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HONGKONG.

AERATED WATERS. SIMPLE AERATED

LEMONADE.

SARSAPARILLA.

SODA WATER. GINGER ALE.

RASPBERRYADE. TONIC WATER LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS. PURVEYORS to

THE IMPERIAL and ROYAL COURT at BERLIN. THE IMPERIAL ROYAL COURT of AUSTRIA. THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO. Sole Agents.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON, CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ABESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

THOMAS SKINNER. Chief Superintendent ARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers

LFRESCOFÉTE in aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL, to be held on the grounds of the

ROMAN CATHOLIC CATHEDRAL, SUNDAY EVENING. the 2nd day of December, 1900, from 9 P.M. to 11 P.M.

Admittance Ticket The Ticket, on being presented at the "Souvenin Pavilion," will be exchanged for a Sonvenir On the Evening of the Fête only.

Tickets can be obtained at Messrs. Campbell, Moore & Co., and at the Gate on the Night of Hongkong, 29th November, 1900.

COLD STORAGE. THE HONGEONG ICE COMPANY, LIMITED is now prepared to receive perishable provisious for Cold Storage at East Point at Moderate Rates

WM. PARLANE. Hengkon 7, 17th February, 1899.

WINDSOR GARDEN & RESTAURANT.

PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course. Unequalled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet,

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED. THE Finest Hotel in the East, Rooms en witte. Even Room with Private Bathroom attached. Cuisine under two French Chefs. CURRIES A SPECIALITY

Every Home Comfort.

Electric Belis throughout the Hotel. Electric Fans.

Terms Moderate. SARKIES BROTHERS. Proprietors. Hongkong, 16th August, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

INTIMATION.

GOLD MEDAL PARIS 1878 1889. of Highest Quality
of Highest Quality
and having Greatest
Cumbility are therefore CHEAPEST.

Chicago, 1893 Numbers for USK BY BANKS

Barrel Pens, 225, 226, 262

Slip Pens, 332, 900, 287, 186, PENS

In Fine, Medium, and Broad

THE NEW TURNED UP POINT, 1032.

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POTEL TONGKONG

A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons. Hydraulic Elevators to every floor.

Caisine of the best.

Hot and Cold Water throughout Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation-132 rooms. Fire Extinguishing Mains on every floor

CHARGES MODERATE.

PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN. DUNKET'S GAP, The PRAK, near the

Tram Terminus. Tel. 56. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1906.

WAVERLEY ICE HOUSE STREET, HONGKONG. FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMI LIES, by the DAY, WEEK, or MONTH.

BOARD and ATTENDANCE.

nagement.

THE CONNAUGHT

SINGLE ROOMS from 84 a day, inclusive

FIRST CLASS HOTEL of 45 Bed. rooms, elegantly furnished. The Hotelis situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Cuisine excellent ; under Experienced Ma-

Terms Moderate. A. FONSECA, Manager. Hongkong. 1st December, 1899.

KOWLOON HOTEL

THIS HOTEL is situated in a quiet I locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong-

Bowling Alleys and Billiards.

The Cuisine is Excellent

W. OSBORNE,

Proprietor.

HING KEE HOTEL. (Established 1873) MACAO.

Hongkong, 8th September, 1900. [2378]

J. H. DOWNS.

Manager.

HIS-First class and well-famed establish. ment is pleasantly situated in the centre. of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Coisine Excellent. Prompt Attendance.

Torms very Moderate. L. HING KEE, Proprietor. Telegraphic address "HINGREE"

INTIMATIONS. BROWN, JONES & CO. MONUMENTAL SCULPTORS.

AMERICAN MARBLE. ITALIAN MARBLE. HONGKONG GRANITE. Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, IST FLOOR



LIMITED.

THE LEADING MANUFACTURERS

ERATED WATERS

FAR EAST.

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THE MACHINERY in use is of the the contract. latest design and most up to date character.

ENGLISH EXPERTS manage factories, and their practical knowledge produces an article that is unrivalled for its excellence.

THE WATER used is the purest in the Island, and is skilfully filtered on scientific principles.

We use only the best and most expensive ingredients, guaranteeing ABSOLUTE PURITY.

We quote Special Terms to large consumers.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

At Macao, on the 28th November, 1900, the wife of F. X. M. PLACE TAVARES, of a daughter.

HONGHONG OFFICE: 14. DES VŒUX ROAD CI LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, November 80th, 1900

"THE returns received show that in the late "typhoon over two hundred lives were lost "and two hundred and seventy junks and "fishing boats were sunk or destroyed, caus-"ing much distress among the seafaring "invites the inhabitants of the Colony to " meet him at the City Hall on Monday, the " 3rd December, at noon, to take such mea-* relief of the sufferers."

The above statement we received yesterday morning from H.E. the Governor, with a request for its publication. This we are very glad to do, and we trust that the Governor's invitation will meet with a fitting response from the inhabitants of Hongkong. On the 14th instant we wrote that we were in a position to state that the work of affording practical relief to sufferers from the typhoon had been organised immediately by the various Chinese benevolent societies of the Colony and that these societies were at the time financially competent to dispense all the charity necessary. We recorded also that the Tung Wha Benevolent Association had informed His Excellency, in reply to an enquiry, that they were at that time quite they are far from exhausting the total of capable of doing the relief work unaided, but that if they should require any financial assistance they would ask him to start a public subscription list. During the fortnight which has elapsed since that date the police have been busy collecting the returns of injury to life and property among the Chinese caused by the typhoon, and the result of their labours appears in the figures given. More than two hundred lives have been lost, while among the junks and smaller boats as many as two hundred and seventy were either sunk or destroyed. can easily be imagined how much suffering

harbour and fishing population by this catastrophe of the 9th and 10th instant. As we have already seen, the Foreign Community of Hongkong was anxious to come forward and contribute to the relief of the unfortunate natives, and only held back at the request of the Chinese themselves. Now we have our opportunity. By meeting H. E. the Governor on Monday next at the City Hall, we shall be able to concert measures for assisting those who have lost so heavily by the great storm. We shall have the figures before us, and the Chinese societies will no doubt be ready to tell us to what extent they have been able to meet the call upon their charity. It will then be open for the their care. Foreign Community of Hongkong to prove their sympathy for suffering, in the way which may be decided as best, and we have no fear that they will fail to do so. All that is wanted is a representative meeting on Monday next, and this it should be easy to obtain.

A contract has been made between Captain Jenson and a Japanese, K. Sato by name, for the salving of the cargo of the sunken vessel Calanda, consisting of about 1,000 tons of coals and 800 tons of general merchandise. The Japanese contractor undertakes to raise the goods within ten months after the signing of

In a Government Gazette Extraordinary issued yesterday morning, Singapore is proclaimed a "port or place at which an infectious or contagious disease prevails." In the same Gazette is published the letter re the release from quarantine of vessels arriving in the Netherlands-Indies from Hongkong, which by the courtesy of the Dutch Consul-General we have already published in these columns.

Mr. George P. Lammert yesterday at noon. in his sale rooms in Duddell Street, disposed by public auction of the British steamer Glenavon, 2,986 tons gross (wrecked at Lung Tung Island), with all her gear, bunker coals, and cargo (about 1,000 bales of hemp). The auctioneer intimated that 3,400 bales had al ready been salved. Bidding was confined exclusively to Chinese dealers, and started at \$100, rising rapidly in jumps of \$25, 350, and \$100 to \$1,150. There the figure remained for some time, but it finally rose to \$1,200, at which price the steamer was knocked down to one Lse Sing

By special invitation of the Director of the Japanese Lighthouse, Buoy and Beacon Bureau a number of Japanese and foreign officials had an opportunity on the 10th inst, of inspecting certain new lighting apparatus which is about to be brought into use. Under the guidance of the Director (Mr. Kusama) and the Engineer (Dr. Ishibashi) the visitors saw a third-class revolving light to be placed on Sekisaki in the province of Bango; a fifth-class light for Shirasu; a green disappearing light for Haneda Point, and a first-class revolving light of enermous candle power for the north island of the Pescadore Group.

Hughes is due to arrive at Paroda Anchorage school? If necessary \$3,500 would be paid. ordered to Hollow .- Mr. Rickett has handed leading educators of the United States. over charge of the Hongkong and Shanghai candidates state to me for what salary they behave in such an unusual and unpleasant Bank to Mr. Wallace and has left for England will come and the earliest possible date that manner. The mahout looked all round him aphave noticed the very neglected appearance of come to Manila." the Chapel in the Cemetery. For many months it has been left in the state we now see it and it is time that those who have charge of the place spent a few dollars for the necessary repairs. - We are authorized to announce that a "population of the Colony. The Governor burlesque will be performed at the Frivolity theatre on Friday next, the 30th instant. The curtain will rise at 9 p.m. and the management will be obliged if these patronising the enter-"sures as may be deemed necessary for the tainment will be in their seats a few minutes before that hour. Though no matches have taken place this week cricket was played on Tuesday and there have been games of hookey on several afternoons, visitors from H.M.S. Mohawk joining in both.

The two years' leave of absence in China just granted to Captain J. Herbert Crocker, R.N., to enable him to learn the Chinese language, says the Outlook, draws sharp attention to a fact which may well astonish the average civilian. They have at the Admiralty a list of "officers qualified to act as interpreters," but, though it comprises more than a hundred names, it does not contain one of a single officer "noted" to the Board as proficient in Chinese. Italian, German, and French officer, interpreters are fairly numerous, although it must be hoped, and may be assumed, that eve gentlemen in the sea service of the Crown who possess a competent knowledge of these anguages. Hindustani is well represented. but on the list there are only three interprofess in Russian, one in Turkish, and one in Greek. Three or four exhaust the list as regards Arabic. More than thirty per cent, of the whole know Swahili the Bantu tongue modified by some Arabic, which is the language of the coast people in the Zanziber region. One officer is "noted and whitehall as an expert in Chinook, that cursus ergon of French, English, and the languages arms of the North American Indian tritte and is supposed to have had its origin and the carly traders on the and distress have been occasioned among our Columbia River and constant our sys.

The East Chinese Railroad Company, according to a despatch from St. Petersburg, is trying to effect a loan in the United States and France through the Russo-Chinese Bank. The Frankfurter Zeitung's correspondent, who gives \$55,000,000 as the amount, says that Director Rothstein is about to start for New York in the interest of the loan.

Kegoyama Iwasaburo, who recently threw his clogs at the carriage of the Empress of Japan, seems to have recovered from his temporary insanity. He declares himself unable to understand the motive of his extraordinary conduct, and to be much distressed at having caused such trouble to his family. His parents and relatives have come from Aichi to take charge of him, and the authorities have handed him over to

The Times of Ceylon reports than an occurrence took place on the P. & O. steamer Britannia which excited some interest among the passengers. At Marseilles there came on board several Chinamen, and one of the number, who was always very handsomely attired, and showed every sign of wealth, died on the way out. There were difficulties in the way of the body being embalmed, but spirits were used to proserve the body, which was again enclosed in a case. This was transhipped at Colombo to the Coromandel and was taken on to China by the deceased man's friends.

Yet another outstretched hand for the commerce of the Pacific. The American-Hawaiian Steamship Company's pioneer vessel has just made her official trial-trip from Reach's Yard Chester, Philadelphia. The trade, which will be extended to China and Japan in due course will be of an independent character, and will embrace, amongst other things, the sugar freights between the Atlantic and the Pacific. The Company will operate six steamships. The one just built is 8,500 tons register. Two of the remaining five will each have a registered tonnage of 12,000. Contracts for the construction of two of the fleet are held by the Union Iron Works. This new steamship line has been started by leading Eastern shipping firms, says a San Francisco paper. Its advent into the commercial life of California is a matter of the greatest importance to this port. It opens a direct trade by sea with Philadelphia and will doubtless help materially to develop commerce with the way ports. It may be also accepted as another practical illustration of the high estimation which sagacious and enterprising Eastern shipping firms are placing on the future commerce of the Pacific Coast.

The school system which is being established in the Philippines under the direction of Mr. Frederick, W. Atkinson, the Federal Government's superintendent of instruction, is growing space. The latest report of Mr. Atkinson to his Government is an appeal for assistance, in which he says: "There will be need here of some dozen or more first-class primary and grammar-school teachers. We will pay 875 to \$100 a month the year round. The Government will pay transportation from the teachers' homes to Manila. Have you in mind some normal school graduates of successful experience who will come here for three years to teach in z model school, and at the same time assist native teachers in learning our educational ways? The following items are from the Foochow | become superintendents in some of the larger | down a jungle stream in Legel the elephant Daily Echo of the 24th inst :- Several changes cities. Salaries to be paid would range from screamed like a cur that has been run ever in have taken place lately in our Consular Service | \$2,000 to \$2,500. My plan is to establish right | the street. "The gambala (elephant-man, or here. Last Monday Mr. Playfair was a page away here in Manila a normal school. Can you mahout) only prevented his beast with difficulty. senger by the Haiching for home on leave, and not suggest some teachers? Do you know of from bolting into the jungle that rose like a Mr. O'Brien Butler has taken his place. Mr. the right man for the principal of the normal to-day and replaces Mr. Werner, who has been am making my wants known to some of the for a year's holiday. - Many of our resders must | they could give up their present positions and

> The emigration of young Japaneselto New Caledonia continues, and 430 from the northern parts of the Islands arrived a few days ago at Sydney in the steamer Shinano Maru en route for the French Colony. On their arrival a provided for them pending their departure for Noumes, the Shinano Maru not taking them through to their destination. Then, by the laws of the colony, the landing of aliens was prohibited with certain reservations. One of these is the educational test which necessitates the possession of ability to read and write in any one European language. As the men, who are miners, and proceeding to New Caledonia to work in the mines there, were unequal to the test demanded, the Custom Authorities would not permit them to land. The position, says the Sydney Morning Herald, was therefore a perplexing one for the agent representing the New Caledonia Nickel Company, by whom the men were engaged. Mr. A. C. Gaertner, the Sydney agent for the company, did his best to meet the sudden demand of the authorities. The Shinano Maru was to leave for Melbourne, and her contract had expired so far as the conveyance of the emigrants was concerned. Mr. Gaertner engaged the steamer Mangana, lying in the upper harbour, and a hulk for the men's accommodation. It was evident that as the transport of them reople to New Caledonia would necessitate lew days detention here, it would be little short of inhuman to keep them on board throughout that period. The representative of the Nickel Company therefore waited upon the Government, and laid the matter before the anthorities, with the result that they were land. ed on Clark's Island pending their departure. The miners, the Herald adds, were very demonstrative in their expressions of gratitude for the kindness shown them. The New South Wales Government had met the wishes of the Japanese Government immediately the matter was placed before them in the most open-handed and generous manner possible.

Captain Hannah, of the British ship Elymshire, an occasional trader to this port, died in Angust on the passage home from Tacoma to

According to the Journal of Commerce (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £203,000 sooms to be the general opinion in engineering circles.

A special to the Sun from Washington says; -The naval anthorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic floot are to be sent there whenever they need extensive overhanding. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor to renewed efforts. The Chinese have an Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction depart-

Week says of Capt. Hedworth Lambton's defeat at Newcastle in the General Election :- "The English people are suffering from an epidemic of South African falsehood—that is all. It will pass away, like other foul maladies, leaving the patients feeling very small and cheap. It will be interesting to watch their recovery, and to see how gladly they will turn for advice and support to those whom now they revile and deride. Meanwhile, Sir George White, whose bravery was only exceeded by his blundering, but who had the Irish eleverness to hush up everything awkward and make things pleasant for all in authority, is Governor of Gibraltar with £5,000 a year and pickings. Hedworth Lambton, because he told the truth, is a half-pay captain and a rejected candidate."

It was at a banquet, very well done; the suffer ing millionaire in the background had bled to some purpose, and the champagne not only flowed like water but it was really good. No other drink was going, and this fact was a source of considerable material pleasure to thirsty Southrons and of moral stimulus as well-a symptom of the generous donor's magnificence and his guests' importance. But you cannot please every one, and pearls have era this been cast before creatures which despised them. Two Scots were present. They drank rather more of the champagne than any one else, but after dinner, while their neighbours still partock of Pommery and Clicquot, the Elder was heard to say to the Bailie, Is it no time, Baille, we had a drink?" "A drink?" said the other, "aye, that it is," and pointing to the empty champagna bottles he added, "Bailie, thas French mineral waters are vera lowerin' to the system."

A writer on "Malay Zoology" in the Oxford We want also some eight or ten young men to | Magazine records that once when he was riding wall on either bank. I asked what was the matter, but the gambala refused to say a word. Again the same thing happened. Then I insisted on knowing what caused the elephant to prehensively, and then he turned from where he sat on the elephant's neck, and whispered in my ear that it was a tiger. He pointed with his rattan cane to a passage in a patch of long grass through which a large animal had evidently just made its way. No white man could be expected to understand the niceties of jungley etiquette, and Europeans are believed to be difficulty arose as to the accommodation to be protected from the attacks of tigers (which are said to be peculiarly fond of Chinamen), because white men smell bad.""

LOCAL MOVEMENTS.

Yesterday the British transports Pentalcolo and India and the hospital-ship Gwalior arrived in the harbour from the north. By the latter came the Maharajaha Scindla of Gwalior and Bikanir.

The Portuguese cruiser Adamaster came over esterday from Macao. The British transport Dundee left on Wednes-

day night.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

DIOCESAN SCHOOLS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th November. DEAR SIR.—Reports have been freely circulated that there have been cases of diphtheris in the above Schools; and, in consequence, requests have been made for the withdrawal of children. As such reports, uncontradicted, circulated to the detriment of the schools, and hinder the education of the children, I shall be pery much obliged if you will, on my authority, emphatically deny that there has been any case of diphtheris in either the Diccesan School and Orphanage, or the Diocesan Girls School --

Yours, etc.,

R. F. COBBOLD.

waning.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

FROM OUR CORRESPONDENTS.] Shanghai, 29th November 7.55 p.m.

DISQUIETING NEWS FROM TIENTSIN.

Tientsin despatches dated yesterday report that Boxers and soldiers are creeping back secretly to the neighbourhood, A very uneasy feeling is general among the Chinese at Tientsin, all expecting trouble when the port closes.

GLOOMY ANTICIPATIONS.

A serious reverse to the German expedition to Kalgan will encourage the Chinese abundant supply of rifles.

THE BRITISH VISIT TO WUCHANG Admiral Seymour's and Consul-General This is what a writer in the Review of the | Warren's visit to Wuchang has apparently had a first-rate effect on Viceroy Chang Chih-tung.

ANOTHER EXPLOSION AT HANGCHOW.

Another great powder explosion occurred at Hangehow on Saturday last. Forty were killed, and many houses were destroyed. IS HSUTUNG ALIVE STILL?

Hautung is reported still alive and

SUN YAT-SEN TREATING WITH CHANG CHIH-TUNG.

It is reported from Wuchang that Sun allegiance. Chang Chih-tung replied that he must bring the heads of Kang Yu-wei and Liang Chai-chao. He has taken the oath of fealty.

ANOTHER DEATH CONTRADICTED. Huai Tapu, of whom it was reported that he had died, is proceeding to Hsianfu.

THE WAR IN SOUTH AFRICA.

LONDON, 28th November, 11.10 a.m.

DASTARDLY PLOT AGAINST LORD ROBERTS NOT BOERS THIS TIME.

open piers on from piles during rough weather. It is officially aunounced that a plot The committee, therefore, recommended that a egainst Lord Roberts at Johannesburg has pier such as has been erected, 10) feet in been discovered by the police, who arrested length and 40 feet wide, with eight flights of five Italians, four Greeks, and one Frenchof the pier to the eminent harbour engineers. man on the 16th instant. The intention of Mesare, Coole, Son, and Matthews, who had the conspirators was to explode a mine under a church, while Lord Roberts was Works, and who were well acquainted with Hongkong Harbour. The contract for the there, on the 18th instant. iron-work was secured by the Horseley Iron

all mode made more of TYPHOON IN THE PHILIPPINES.

MARILA, 29th November, 8.50 a.m. U. S. CRUISER LOST AT GUAM-AN ISLAND DEVASTATED.

The U. S. cruiser Yosemite was wrecked in a typhoon at Guam on the 18th November. Five of the crew were lost, the remainder being rescued by a collier.

Justin Island was devastated by the typhoon, one hundred natives being killed. The cruiser Yosemite was a converted merchant-vessel of 6,179 tons and 4,700 i.h.p. She was lannehed in 1892 and carried ten 6-in. Q.F., six 6prs., and two maxim guns. Her speed was 16 knots and her complement 285 men.

REUTER'S SERVICE.

London, 27th November

ASHANTI CAMPAIGN. The Ashanti campaign is finished. THE ILLNESS OF THE TSAR. There is a distinct improvement in the con-

dition of the Tsar. BRITISH SOUTH AFRICA.

The Boors, who are active in the Western River Colony, propose to strike the Cape Colony border, when they believe they will be joined by numbers of disaffected Dutch with supplies of hidden weapons.

KRUGERMANIA IN PARIS. The enthusiasm over Mr. Kruger in Paris is OPENING OF THE BLAKE PIER YESTERDAY.

PROPOSED REMOVAL OF THE CLOCK

Yesterday afternoon "Blake Pier," as the structure which has displaced Pedder's Wharf is named, was formally opened by His Excellency the Governor (Sir Henry Blake, G.C.M.G.). The ceremony was attended with considerable éclat. Under the superintendence of Messrs. J. M. Mudie (assistant engineer, Praya Reclamation Works) and W. S. Triscott (overseer, Praya Reclamation Works) the pier had been beautifully decorated with plants, flowers, and flags. At the entrance was a fine floral triumphal arch in three divisions. Over the control division were the words "Blake Pier" emblazoned in gold and light blue on a red ground, and from the centre of each division hung a large basket of flowers, while the corners of the arch were surmounted by British flags. The rest of the pier was festooned with evergreeus, with flags at intervals, and was lined with pot plants. Some gaily decorated launches were ranged alongside. A party of police in charge of Chief Inspector Mackie maintained order. The Governor and party arrived at about five o'clock, being escorted by a European constable and eight Indians in charge of Sergeant Garrod. The party included HE, the Governor and Lady Blake, Viscount Suirdale, the Maharajah of Bikanir, the Maharajah Scindia of Gwalior, and Lieut. Spence. There were also present, among others, Sir John Carrington, C.M.G. (Chief Justice), the Hon. W. Meigh Goodman, Q.C. (Attorney-General), the Hon. J. H. Stewart Lockhart (Colonial Secretary), the Bishop of Victoria (Dr. Hoare), the Hon. R. D. Ormaby (Director of Public Works). the Hon. T. Sercombe Smith (Acting Puisno Judge), the Hon. Basil Taylor (Acting Harbour Master), the Hon. J. J. Keswick, the Hon. R. M. Gray, the Hon. J. Thurburn, the Hon. Dr. Ho Kai, the Hon. Wei A. Yuk, Mr. Founsavelle Wildman (U.S. Consul-General), Mr. A. G. Romano (Portuguese Con-nl-General), Chev. Z. Volpicelli (Italian Consul), the Russian Consul, Mr. Aldrich (U.S. Vice Consul), Dr. F. Clark (Medical Officer of Health), Captains Anderson and Goddard, Massrs. J. W. Kinghorn, D. Macdonald, W. Grigor Taylor, David Gillies, N. Munford, R. C. Wilcox, R. K. Leigh, J. R. Mudie, A. Shelton Hooper, Yat-sen wrote offering to return to his M.S. Northcote, P. W. Sargaant, A. J. May. J. Y. V. Vernon, D. B. Crawford, G. J. W. King, H. P. Tooker, W. J. Tatcher, B. W. Grey, G. O. Burnett, J. S. Hagen, J. Goosman, J.P. Cottam, I. Grant Smith and W. S. Bailey. In commencing the proceedings, the Hon. R. D. ORMSBY said-Your Excellency, ladies and guntlemen. The Construction of this Pier (which I am about to ask Your Excellency to open) was recommended by a committee appointed by His Excellency Sir William Robin ton in 1807 to report generally on the subject of Government. Piers in the hardour, a committee on which I had the lemont to serve. A solid stone pier, or rather twin piers from the same bare, which were to project 96 feet into the hurbour, had actually been commenced and the foundations laid. The accommodation these plers would have afforded was considered by the committee inscionante for the needs of the rapidly growing traffic, while the experience gained of the efforts of a high sea on solid structures, such as Murray Pier, had shewn conclusively the ear priority of

day take the place of that in Pedder Street when the latter is removed. The total cost of the completed pier has been \$122,774. His Excellency the Covernor said-Your Highnesses, Mr. Ormsby, ladies and gontlemen I accept with great pleasure the duty of opening this public work, the progress of which I have observed from month to month with great interest, and which reflects credit upon the designer and upon the contractors who have carried out the work. It is absolutely necessary for the great traffic of this great port, over whose waters 17 millions of tons or thereahouts come annually, that there should be ample accommodation, especially when we consider the rapidly-increasing population of Kowloon, I am glad to hear from the Director of Public Works that the timely precaution has been taken to so arrange the foundations that in time to come the Clock Tower may be erected at the base of the pier. Transveal and the Southern port of the Orange I hope that by next year I shall be able to include in the Estimates a sum to provide for the removal of the Clock Tower from its present position, where it is a serious obstruction to traffic, and its replacement at the base of this pier and not alone a Clock Tower, but greater accommodation for the people who use the pier. (Applause.) I think it will be well for pier to the have a roof, because in wet weather

steps, should be constructed here. It was then

decided to entrust the designing and ordering

been consulted in regard to the Reclamation

Work Company and the first shipment arrived

here in Oct. 1899. Tenders for the erection of the

nier were called for locally, and a contract was

entered into with Mesars Kinghorn and Mac-

donald, who have carried out the work under

the direct supervision of Messrs, J. F. Boulton,

and J. M. Mudic, Executive Engineers, in a

very satisfactory mamer. Difficulties were

encountered; such as are inseparable from a

work of a nature in deep water, but were sac-

cessfully surmounted. We now see only some

eight feet of the superstructure, while 60 feet

are hidden from view under the water and mud

of the harbour. The base of the pier, which is

126 feet wide and projects 40 feet from the

Praya Wall, is of solid granite, and was designed

to carry the new Clock Tower which will some

the public. (Applauso.) His Excellency then cut a green ribbon stretching across the central arch and led the way on to the pier. In doing this he used a pair of silver seissors, which carried the inscription: -"Presented to Sir Henry Blake, G.C.M.G., at the opening of Blake Pier, Hongkong, 29th Nevember, 1900, by Kinghorn and Macdonald, contractors."

The company having promenaded for a short time, the health of Hor Majesty the Queen was dennie, and afterwards that of His Excellency the Governor, and the proceedings terminated.

CHURCH MISSIONARY SOCIETY.

sionary Society was held at St. Paul's College yesterday afternoon at five o'clock. Bishop Hours presided, and was accompanied on the platform by the Rev. W. Banister, Church Missionary Church, West Point; the Revs. R. F. -Cobbold and F.T. Johnson, There was a

good uttoudance of workers. Mr. Johnson read the minutes of last year's

amual meeting of the Society, after which Mr. BANISTER addressed the meeting on the subject of missionary work in China, dealing more especially with its aspect in Hongkong. The work in the colony was difficult of execution, owing principally to the entire absence of that very necessary factor in the success of missionary work—the Chinese scholar. Chinese society in Hongkong consisted of three classes, the mercantile class, the working class, and lowest of all, the coolie class, and these people, by the intense materialism of their nature, rendered the soil of Hongkong an unkindly soil. The work, however was not carried on entirely without reward. There were seven Chinese places of worship in the colony, three of them belonging to the Church Missionary Society, and they were well filled every Sunday. What was more, continued Mr. Banister, it was a question in his mind whether there were not every Sunday more Chinese Christians at church than there were European Christians, It was not a substantiated fact, but it was certainly a belief. It was the intention to extend the scope of the native church at West Point and place it on a self-supporting basis. The one thing needed in the teaching of the Chinese. concluded Mr. Banister, was patience, and the gift of patience and sympathy was a supreme one to missionary work among the Chinese.

submitted a statement of accounts for the year. Owing to the illness of the treasurer, explained Mr. Johnson, it was not possible to put before the meeting a detailed statement of income and expenditure. Roughly speaking, it was as follows: - Expenses during last year amount to \$549.83. Of this amount \$199.83 was spent in local printing and in the purchase of magazines from the Church Missionary Society. Something like \$350 had been disposed of in grants. On the other hand, the receipts amounted to 8836, but it had to be remembered that by far the greater part of this amount was carried over from the previous year. In fact, the subscriptions and donations for 1900 amounted to only \$171.59. The balance in hand was \$86.53. Several bills, however, remained to be paid, so that the balance will be considerably reduced before the

end of the year. The election of a committee for 1901 was then proceeded with. On the motion of Mr. JOHNSON, seconded by Mr. BANISTER, that of 1900 was re-elected. The names of those composing it were: - Mrs. France, Mrs. Gibbs, Mrs. Goodman, Miss Hamper, Mrs. Hipwell, Mrs. Honra Miss Johnstone, Miss Pakley, Sir Thomas Jackson, Hon. W. M. Goodman, Hon. R. D. Ormsby, and Mossrs. A. Bryer, W. E ..

Hipwoll, and G. Piercy. The CHAIRMAN delivered a short address. He diluted on the necessity for the appointment of native clergymen if the work of Christianising the Chinese was to make material progress. The native clergyman of Hongkong-many people were not even aware that such a personage existed-was to the speaker, accustomed as he had been to the easy-going mainland type of clergyman, quite revelation in energy and real, and his great work was being more honoured day after day. Enthusiasm-that was what they wanted to give missionary work the impetus it needed. The progress made, howeverwas very satisfactory, and the speaker's experience of missionary work in China led him to be very thankful indeed for the steady that work had made and was. They had a telling proof of this in the North. Owing to the rising there, the European, missionaries had been withdrawn from almost all the up-country stations, which were left in charge of mative missionaries. And what was the result? Did the people revert to their old heathen practices? No, the work had gone steadily on, and he was confident that if every European went ont of China to-morrow, the church already planted was strong enough to go, forward entirely unsupported, and to grow and spread. The proceedings then terminated,

POLICE COURT.

Thursday, 20th November.

BEFORE MR. HAZELAND.

LI-U-MUN GAMBLING CABE.

The Li-u-mun gambling case was finally disposed of yesterday morning, when the fourth charge arising out of the raid ended in the conviction of the defendants, Bir. Reoce, who appeared for them, tendering a plea of guilty. The three masters were fined \$100 and the

others. 85 each. One of the defendants was further charged with taking a leading part in the assent upon the police at the time of the raid. He was arrested outside the precincts of the court on the 31st October, at the third hearing of the case.

The Magietrate, after hearing evidence, said he was not satisfied as to the identity of the defendant, and although he would deal most severely with any case of assault apon the police, in the present instance there was an element of doubt, and he was inclined to give the defendant the benefit of it and let him go.

THE "PRESEVERANCE" CASE. The adjourned hearing of this case was resumed at 2.15, when Mr. Hays proceeded with the cross-examination of a seaman from the pirated launch.

BEFORE MR. HALLIFAX.

THEFT FROM THE NAVAL YARD.

For some time back quite a number of pieces of me'al in the shape of brass valves, etc., have been disappearing from the Naval Yard, and the The annual conference of the Church Mis- matter was finally reported to the police. Ser- Manchuria as part of a bargain with other geant Gourley received instructions to visit the Powers. It is not to be divided, but Russia shops of the various dealers, and in the course new virtually gets it for nothing unless the of his investigations came across one particular other Powers speedily bestir themselves. store in Yaumati, where he found several brass The contention that a whole province, more valves that were ultimately proved to have been than one and a half times the size of France, or other brass-ware reasonably supposed to have of one railway through it, cannot be admitted. been stolen from the naval yard.

Chinaman, and at the Police Court two charges climate all the year round. It contains cultiwere proferred against him, one of being in un- vated land, pasture land, and forests, and is lawful possession of a number of brass valves. and the other of receiving stolen property. He it is rich in minerals. was convicted and fined \$100 on the first charge, and on the second sentenced to three months'

hard labour. ROWDY BRITISHERS.

Two British seamen from the sailing ship Swanhilda were charged with behaving in disorderly manner whilst drunk, on the 25th inst. The second man was further charged with assaulting the Chinese constable who attempted to arrest them.

They admitted the charge. The first man was fined \$2 or five days and the second \$7 or

THIEVING FROM THE DOCK COMPANY. An apprentice boiler-maker pleaded not guilty to stealing two pieces of iron, value \$6, the property of the Hongkong Whampos Dock tributed as follows:-

A watchman in the company's employ deposed that he saw the defendant acting suspiciously near a window, and searched him. He found the two pieces of metal produced on the person of defendant. The necused alleged that witness struck him

and compelled him to carry the iron. The charge was found proven, and sentence passed of one month's imprisonment, with hard labour.

A HAD CHARACTER.

The Japanese seaman Kuranada, who some time ago was arrested on a charge of seriously wounding in a street fight another Japanese seaman, but was discharged on the ground of Mr. Johnson, at the request of the Chairman, insufficient evidence, was, with a second man named Sekite, placed in the dock and charged with drunken and disorderly conduct on the

29th inst. P. C. Hudson stated in evidence that at 12.45 a.m. on the 29th he was called to No. 17, Ship Street, where he found the two defendants

there was not a third man present. asserted that the fighting was between Sekito security for the money advanced by the Corpoand another man. He was occupied in the effort to part them when the constable arrested him. He wished to be allowed to call a witness. whole line, Russia on the ontbreak of the re-The witness, Kondo by name, slouched out bellion took almost exclusive charge of the

from amongst those in court, and told a story of how he saw Sekito and another man fighting in the room, and Kuranada trying to separate them. The other man went away latterly, and Sekito attempted to follow, which he was prevented from doing by Kuranada, who was at

that moment arrested by the constable. This story was proved to be an utter fabrication from beginning to end. The witness did not even see the disturbance.

The magistrate demanded to know why he went into the witness-box and told such deliberate lies, and ordered him to be placed under arrest for perjury. Inspector Ford said he knew the man Kura-

nada to be a thoroughly bad character. Kuranada was fined \$10 or a month's hard labour, Sekito 85 or 14 days hard labour, and Kondo, the lying witness, \$3 or 10 days' hard labour.

CRICKET.

A cricket match was played on Wednesday, 28th inst., between St. Joseph's College and the Diocesan School. St. Joseph's College won by 10 runs. The following is the score :-

sr. JOSEPH'S COLLEGE.

A. Ribeiro, b Strangman 1. Pan Kow 10	-
A SAME OF THE PARTY OF THE PART	
A. Ribeiro, b Strangman, b Pan Kow 10 C. Ozorio, c Strangman, b Pan Kow 10	
L. Remedios, o Strangman, b Strangman 0	
The Third of The Part of the P	
C Rangedios, not out	
C. Carvalho, l.b.y.	
E. Roza, c Ablon, b Strangman	-
H. Taylor, e Strangman, b Rozario	
H. Taylor, c Stringman, b 120	2 -
Chan Yau, b Rozario	
A Thomas is Pon Now	
Lam Fook, b Pan Kow	
Total 18	1
Total and the second	•
DIOCESAN SCHOOL.	
P. Hastings, a Ribeiro, b Ozorio	179
P. Hantings, a Elletto, b ozotto	
to The to The war by March Administration of the property of the first	
J. Rozprio, b Remedies	3
To Davide a Chan Yan: b Ozorio	
T. Drude, V. Janes I. Oromo	. 1
Pan Kow, i.b.w. 2 F. Brude, e Chan Yau, b Ozorio 0 B. Strangman, b Ozorio 1	
H. Moore, D. romento	10
H. Moore, b Romedios W. Shay, b Remedios	28
THE A TAIL AND MADE IN THE PARTY OF THE PART	
H. Alice, b Remedios	N.
H. Alice, D Kemedios L. Breton, c Ribeiro, b Romedios	
District Control of the Control of t	

THE SITUATION IN MANCHURIA AND NORTH CHINA.

The commercial nations advancing into Asia by the south, and Russia, ever pressing forward by the north, stand face to face in Manchuria. One must give way. Are free trade and its beneficent results to be checked by the military despotism of a nation whose aim is to secure the

supreme position in Asia? The race that conquers China has at its call. in 25 years, the greatest army that ever trod this earth. Russia's secret desire is to be in command of that army, and the first step in the great scheme is all but complete.

By a master-stroke the Siberian Railway was diverted through Manchuria to Newchwang and Port Arthur. In order to throw dust in the eyes of Europe, this diversion within the Chinese borders was called the Chinese Eastern Railway, and bogus regulations were set forth in the blue books, from which it is sufficient to quote that after a term of years the railway is to become Chinese !!

As a matter of fact, the line is absolutely controlled by Russia, and the Boxer rising has given them the opportunity of rathlessly subduing the whole of Mancharia, and firmly establishing themselves in it, under protext of "proteeting" the railway.

The Boxers had to be suppressed with a strong hand, but why is it that Russia alone is operating in Manchuria? Japanese, American, and British gunboats have visited Newchwang, but none attempted to interfere with the supremo position of Russia. Newchwang is a treaty port. British, American, German Japanese commercial interests are large, ye. Russia is allowed to seize the Custom-house and administer alone the port of Manchuria. These proceedings are in strange contrast

those at Shanghai and elsewhere. If China were divided now Russia might

stolen from the s.s. Energie about two months three times the size of Great Britain and Iroago. Further search resulted in the finding of land, can be exclusively controlled by the owners -Manchuria is well worth safeguarding. It i

Sergoant Gourlay, of course, arrested the the only part of China with a white man's diversified by rivers, hills, and plains. In parts When trade statistics are examined the auda-

city of the Russian game becomes astounding. The latest published are for 1899, and the value of the tael was then 3/0 d. The figures are :-

Total foreign trade of China, 460 millions. Newchwang, 48 These statistics show that the proportion of foreign trade entering through Newchwang was about 101 per cent, making the place the fifth

in importance of the treaty ports. .572 foreign trading vessels arrived at Newchwang in 1899, 196 were Japanese, 185 were British, 112 were Chinese; all other nations mustered 89, of which the Russian share was 13: The Customs revenue collected at Newchwang

in 1899 was 91 million tacks. This was con-Under the British flag 40 per cent, American and German flag 13 Japanose flag 25 Chinese flag Scandinavian flag From opium Under Russian flag.....

This revenue is required to pay the European interest on Chinese Government bonds, yet the Power which contributes I per cent. calmly seizes the Custom-house and administers alone

the import and export duties. Taken all round, Manchuria is one of the plums of the China pudding. The total trade of Russia with all China in 1899 was 22 million taels, less than half the trade of all other Powers with Manchurin alone, and yet Russia has the assurance to claim the deminant position in Mauchuria!! Much less has she the right to interfere in

The Imperial Railways of North China have fighting. Witness parted the men and tried to long been jealously regarded by Russia. They got them quietly downstairs. On the way down | connect the important cities of Peking, Tientsin, Kuranada tried to trip witness, and at the bot- and Taku with Shanhaikwan, Hsimmintun, and tam he began to shout and struggle. Another Newchwang. The extension to Newchwang constable arrived on the scene, and with his and Heinminton was strenuously opposed, and help the two men were conveyed to the lock-up. the terms of the concession to the British and The two defendants were alone in the room Chinese Corporation of London were virtuwhen they were fighting. Witness was positive ally dictated by Russia; the most important modification being the nullifying of the mort-Sekito admitted the charge, but Kuranada gage on the railway outside the Great Wall, as

ration to the Chinese Government. Notwithstanding British interests in the

railway to Newchang and Hainmintun. The secret of Russia's action is this. Central Asiatio Railways is a scheme wellknown in Petersburg. Passing through Kansu, Shensi, and Shansi, it will join the existing lines at Chengting; the Imperial Chinese Railway is the connecting link with the Siberian lines, and without a strong reminder that this railway is not hers, it will never be given up by Russia. The Russo-Chinese Bank-practically a branch of the Foreign Office-is agent for the railway south from Chengting to Hankow, in the heart of the Yangtze Valley, and the second most important

trading centre in China. Preparations are thus being made before the eyes of Europe to obtain for Russia paramount position in China. Hitherto it has been the fashion to accept any lame excuse from the wilv Mascovite. If a precedent is now established by allowing Russin to dominate Manchuria on account of the railway there, then she undoubtedly holds the key of the

future of China. If the open door and free trade policy proposed by, England and Germany is not to be reduced to an absurdity in North China, it is essential that Russia give explicit assurances that the Siberian Railway will be used to fairly dovelop trade, and that all Powers have the

right to station consuls in Manchuria. All preferential treatment must cease, and insidious grabbing be resented by the other Powers as a menace to the peace of Europe and

the world. The Imperial Chinese Railways must be restored right up to Newchwang, and given a free hand to develop the district west of the

river Lizo, and run into Monkden. The valuable ceal deposits at Nanpizo are on this railway. Newchwang will yet be another first-class condition will take some time. Newcastle, if the British Government, hitherto weak in the extreme, has not become altogether

In Chihli, and especially in Tientsin, no one nation should be granted advantages, no previous interests should be ousted, on account of the In Shantung Germany has Tsingtao and is

for Shangtang pay the universal China duties. yesterday.

At the "open" ports of Port Arthur and Talienwan there is no such arrangement. You are in Russia there, and precedent unfortunately does not reassure us regarding their aims there

and elsewhere. Now is the time for the commercial nations to bur the march of the military despot, and, in addition to declaring free trade, to net accord-

The necessity of first arranging with China is being skilfully used to cover up the greater necessity of arranging with Russia. The Chinese Court is not missed much, it is merely the medium for electing corrupt officials,

the sponge for absorbing the revenues, and the cause of much misunderstanding between Eu-It must be replaced by another pledged to free trade, and backed up by the commercial nations, and the country must be gradually and carefully nursed in the interests of the peace and

trade of the world. Surely this is not impossible; but if the military nations are not brought into line with this policy, the others are simply extending an invitation to the Final War and General Chaos in the East .- "Anonymous" in the N.-C. Daily News.

* THE GROWTH OF GERMAN SHIPPING.

A work from the pen of Herr Lehinnan-Felskowski has lately been published in Ger- ments. Attention is drawn to the small quanmany, under the title of "Full Speed Ahead," dealing with the moreantile marine, the great domand is several thousands of tons in the steamship lines, the shipbuilding yards, and the opinion of the Department of Trade. The harbour accommodation of Germany. The price of salt in the Far East is said to be as 4s, chapter devoted to the steamship lines subsidised 3d. per 36 lbs. On the homeward voyages, the by the Government, says Syren and Shipping. cargo brought to Odesen is principally ten from contains much that is interesting, and is especi- (hina and Coylon, copra, castor oil seed, and ally worthy of notice. We learn from it that groceries. The vessels of the Volunteer Fleet it was in 1888-fifteen years ago, therefore— also conveyed 19,000 conscripts from Odessa that the Reichstag passed a bill for the organi- and other ports in South Russia to Batoum. ention of German lines of steamers subsidised The present disturbances in China have conby the States. Since then the German Mer- siderably increased the work of this company, chant Navy has been vastly increased in im- and, at present, the law which came into effect portance by the addition to it of a numerous on January 14, 1900, restricting the carrying fleet of superb steamers, capable of holding their | trade between Russian ports, wherever situated, own by the side of the best found boats in the to vessels under the Russian flag, is not being whole world. Under the terms of the contracts | enforced. entered into with the Government, all these vessels have had to be built in German yards, the fares for intending settlers by vessels of the and this has given a wonderful impetus to the Volunteer Fleet have been reduced to Sor. ship-building industry of the Fatherland. By (about eight guineas) for adults, 4or, for chilvirtue of these splendid boats of the most up- dren between the ages of two and twelve, andproved type, and the strong support afforded by infants free of charge while their luggage is the Government, the establishment of regular now carried at the rate of 5or. per pood (1s. 1d. lines of German steamers to Eastern Asia-not so long ago looked upon as a mere dream-has of the overland route is expected, owing to the become a very substantial reality, adding several million marks every year to the commercial and industrial profits of the Empire. The same thing is going on with the Australian service. which has proved a complete success, in spite of the competition of our-own country and France. This result was due, in the first place to the enterprise of the Norddeutscher Lloyd Company, whose contract with the Government, limited provisionally to fifteen years, secured to it a yearly subsidy of 4,400,000 marks, the company on its part undertaking to maintain a regular monthly service in the two principal lines to Eastern Asia and Australia; and on the secondary lines of Trieste-Brindisi-Alexandria, of Hongkong-Japan, and of Sydney-Tonga-Samoa, with vessels of the minimum capacity of 3,000 tons and running at a minimum speed of 114 to 12 sea miles per hour. Having secured this contract, the N.D.L. ordered from the Vulcan Shipbuilding Company, of Stettin, six new boats exceeding the dimensions fixed by the Government, and able to compete on the score. of elegance, comfort, equipment and speedwith the English and French liners. At first the Norddentscher Lloyd had to make heavy. sacrifices to keep up the competition, especially in the secondary routes, but it made very rapid. The prohibition of the coolie trade and the progress, and its traffic with Eastern Asia, Chinese exclusion act are Republican measures, which in the first year was represented by our American contemperary continues. The average of 3,455 tons per steamer, rose nine gladly encouraged the coolie traffic as a means

trade with Japan has increased from 5 to 26 million marks : and the trade with Australia from 17 to upwards of 114 million marks. THE U.S. BATTLESHIP "OREGON."

A special to the Sun from Washington says. The battle-ship Oregon, which was injured by striking a pinnacle rock off the north coast of China and temporarily repaired at Kure, Japan, is to be brought home for extensive repairs as soon as the hattleship Kentucky reaches the Asiatic station. The Kentucky will leave Tompkinsville on Saturday. In connection with the news that the Oregon is to return it was learned that the assignment of the Kentucky to the Far East was due to the knowledge that the Oregon's injuries would necessitate bringing her back very soon. The Kentucky will reach the Asiatic station in about two months and the Oregon will then start by the Pacific ocean ronte for the Bremerton navy station, on Puget Sound, where her injuries will be repaired.

Reports to the Navy Department show that the Oregon was patched up in a crude way. Owing to the limited time given by the Japaness Government for repairs to be made to the American battleship in the Kuro dry-dock it with the limited material at hand. Some of the holes in the ship were patched with wood and then covered with coment. No attempt was made to repair saything except the outer bottom. Much injury was done to the interior of the vessel during her experience on the pinnacla rock, stanchions being twisted and bulkheads strained. The work of putting the Oregon in

LATEST STEAMER MOVEMENTS burg, which left here on the 31st October, arrived at Genon on Wednesday, the 28th inst.

constructing railways, but England and Ger. The C. P. R. steamer Empress of India armany have long ago carned the confidence rived at Kobe at Sam. on Wednesday, the 28th of commerce. The Chinese Maritime Gustonia dust; and lift again at 1 p.m. same day for has been established at Tsingtao, and all goods. Yakahama, where she was due to arrive at 1 p.m.

RUSSIAN VOLUNTEER FLEET.

Some interesting particulars of the Russian volunteer fleet and its transport work are given by Mr. Consul-General Smith, of Odesen, in his Intest report. The Volunteer Fleet on January. consisted of six fast orusers and eight cargo vessels, with an aggregate cargo-carrying capacity of 88,709 tons. The Moscow, a fast. cargo-carrying cruiser, of 14,000 tons displacement was added to the float in 1899. A second Moscow-the Poltava-was under construction in England. The number of sailings for the Far East was 31, as against 30 in 1898. 1.836 passengers, 13,344 soldiers and families, 7.459 emigrants, and 833 convicts were conveyed to the Far East in 1899. The cargo carried was 83,130 tons, including 51,500 tons of Government stores, munitions of war, and railway material, and 26,400 tons of merchandise belonging to commercial firms and individuals. The homeward cargo amounted to 30,321 tons, of which 30,113 tons belonged to private firms, and 208 tens to Government, Among the arrivals from the Far East there were 7,410 time-expired soldiers and 607 pas-

The principal goods shipped from Odessa to the Far East, grain, flour, butter, margarine, tobacco, beer, coment, iron and steel rods, paraffin oil, labricating oils, earthouware, glass and looking-glass, machinery, paper, loather, textiles, wearing apparel, instruments, and impletity of salt shipped (only 300 tons), whereas the

To encourage emigration to the Far East, per 36lba.). A considerable diversion in favour low fares advertized on the Siberian milway; a journey, say from Kieff to Khabarosvsk, would) under the present tariff, cost about 25r. (£2 12s.).

THE AMERICAN RECORD ON CHINESE EXCLUSION.

Because Senator Hanna declined to discuss the Chinese exclusion act on the ground that it is neither material to the campaign nor a subject that he cared to talk about, says the S. F. Chronicle, the charge is made by a Democratic contemporary that the chairman of the Republi. can National Committee "fears to discuss the Chinese act." Never was a charge more base. less. Neither Senator Hanna nor the Republican party has anything to fear from either a discussion of the Chinese question or an investigation of the party record on the exclusion of the little yellow man from the legitimate field of American labour. The subject is entirely foreign to the issues of the campaign and the only motive the Democracy can now have in attempting to drag it in is to offer it as a substitute for the issue which the party platform made paramount.

44,920 register tons of shipping, or an planters of the Southern States would have years later, to 70,897 register tons, or 5,459 of substituting the cheapest form of human tons per steamer. The success achieved in labour for that of the emancipated slaves; but the Australian service, although not quite the law prohibiting the traffic was passed in so marked, is just as promising for the 1862 and amended in 1869 and 1875, while the future, this traffic having icreased from 41,683 reins of government were in Republican hands. No. 6, ICE HOUSE STREET, PRAYA CENTEAL register tons, or 3,206 tons per steamer at the In 1867, when both houses of Congress were commencement, to 59,326 register tons, or 5,364 also Republican, the law abolishing peonage tons per steamer. Herr Lehmann-Felskowski was also adopted. In 1882, when President romarks that the working of these subsidised Arthur occupied the White House, the first lines has not been prejudicial in the slightest Chinese exclusion act received his approval, degree to already existing private companies. and in 1892, when Congress was Republican In fact, Hamburg abipowners despatch every and Harrison President, the exclusion law year on the average fifty-four steamers to East- was re-enacted. If Congress is Republican, ern Asia and twenty to Australia. During the as there is scarcely a doubt it will be, in last year or two, the Norddeutscher Lloyd has 1902 and President McKinley occupying the been building larger vessels and increasing the | White House, as he surely will be if his life dimensions and the speed of its old ones-the is spared, the Chinese exclusion law will be Preussen, Bayern, and Sacksen, for instance. again renacted in the interest of American This policy has been necessitated by the recent labour. Nobedy but a dolt will doubt it. It is doubling of the services to Eastern Asia. the attitude of the Democratic party that is Since the subsidising of the steamship lines, most to be feared on the subject, for all the Gorman trade with China has increased in value | votes cast in Congress in 1886 against the confrom 18 to 47; millions of marks per annum; the | tract labour bill and all those cast against the bill prohibiting the employment of United States convict labour to compete with free labour were those of Democratic members. The Democrats in Congress from the Southern States may be in favour of letting down the bars that now keep the Asiatic horde out of the country, but the Republican party will be true to its record and its traditions as the friend of the American wage-earner and will preserve the integrity of the barrier.

CHINESE SMUGGLING.

The American exchanges received last mail more or less comment upon the alleged smuggling of Chinamen over the Causdian border into the United States. The S. F. Chronicle

If the reports of smuggling Chinese across the northern border from British Columbia are true, there is evidently need of intervention in the matter by the Federal Government. The story goes that a gang of unscrupulous Canadians are engaged in facilitating the transfer of destitute and diseased Chinese from British to American territory by selling them maps of secret trails traversing the border at points exacted from Mongolians and \$10 per head from moderate. was necessary to get the Oregon in condition Japanese. The British Columbia Government is credited with encouraging the traffic, as the province levies a head-tax of 850 on every Japanose and Chineso entering its domain. The smuggling is represented to have reached big proportions and the syndicate engaged in it is making considerable money. The Washing. ton and British Columbia border has always been a weak spot in our national boundary and more or less smuguling of Chinese has been carried on successfully there ever since the exclusion act went into force; but there ought not to be any real difficulty in establish. The Imperial German Mail steamer Olden ing a pstrol plong the line that will put a stop to the business effectively. Evidently the present patrol maintained there by the Govern-ment is either too weak or inefficient.

Hoar I see Biker is still wheeling, although he's been married over a year. Joax - Why, I thought he had sold his bicycle. Hour He did, and bought a baby carriage.

TO LET.

TO LET. FROM THE 15TH DECEMBER, 1900.

TUGINSLAND EAST, PEAK ROAD,

III an EIGHT-ROOMED HOUSE. Apply to-ARNHOLD, KARBERG & CO. " Hongkong, 17th November, 1900. TO LET.

NE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS. 13, PRAYA CENTRAL, now known as 20, DES VŒUX ROAD CENTRAL, ROOMS on

END FLOOR. TOP FLOOR of the GODOWN No. 2A, BLUE BUILDINGS. A HOUSE in RIPON TERRACE. Apply to-THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LD. Hongkong, 9th October, 1900. TO LET.

From the 1st December Next,

TOTO. 6, RICHMOND TERBACE.

"INGLEWOOD," A FIVE ROOMED HOUSE, with Tennis

COURT. HUMPHREYS ESTATE AND FINANCE, CO., LIMITED. Honghong, 31st October, 1900.

TO LET. RAROM the 1st October-FOUR ROOMS and COMPRADORE OFFICES on the 1st Floor No. 16, DES VOEUX ROAD.

Apply to-No. 69, Queen's Road Central. Hongkong, 19th September, 1900. FURNISHED HOUSE TO LET.

66 FITHE EYRIE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the PEAK. For Terms and Particulars, apply to-

R. C. WILCOX. 8. Beaconsfield Arcade. Hongkong, 6th November, 1900.

TO LET. WITH IMMEDIATE POSSESSION.

SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS. Apply to-

S. J. DAVID & CO. Hongkong, 10th July, 1900. BOARD AND RESIDENCE.

WES. GILLANDERS "GLENWOOD." 21. CAINE ROAD. Hongkong, 20th September, 1900.

BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER,

2. Pedder's Hill. Hongkong, 1st January, 1892. BOARD AND RESIDENCE.

TRS. SIDNEY JEFFREY, VERITAS," BEACH ROAD WEST. FELIXSTOWE, SUFFOLK, ENGLAND. Hongkong, 28th August, 1900.

TITSUI BUSSAN KAISHA

Head Office :- Toxio. Branch Office :- LONDON, NEW YORK, BOM-BAY, SINGAPORE, SHANGHAI, TIEN-TEIN, NEWOHWANG, and all Ports in JAPAN.

AGENCIES :-Miike Coal Mines. Kanada Coal Mines, Hokoku Coal Mines. Yoshinotani Coal Mines, Ohnours Coal Mines. No. 1, Ohtsuji Coal Mines, Ichimura Coal Mines. Kishima Coal Mines, Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shanghar Cotton Spinning Mills, Tokio Cotton Shipping Mills, Milke Cotton Sppinning Mills, Onoda Cement Company, Imperial Government Paper Mills,

Hougkong, 19th August, 1899. YAU LUONG

DEALER IN JEWELLERY, SILKS, IVORIES AND JAPANESE GOODS; ALSO EXPORTERS OF CHINESE GOODS OF ALL KINDS, &c., &c. No. 39. QUEEN'S ROAD CENTRAL.

MITSUI BUSSAN KAISHA.

M. FUJISE.

Manager.

Hougkong, 6th November, 1900. LOONG. CHEONG NAVY & MILITARY TAILOR, DRAPER AND OUTFITTER.

ARMENTS made by hand; guaranteed which are at present unguarded. These maps perfect fit. Hats, Shirts, Socks, Silk ere sold at \$5 each to Chinese crossing the border | Hundkerchiefs, Boots, Shoes, &c., for Sale. alone; but, if piloted, a chargo of \$25 per head is New and Fashionable Goods. Prices very

No. 65, QUEEN'S ROAD CENTRAL. Hongkong, 18th October, 1900. R. J. REMEDIOS.

TORINGN AND COLONIAL STAMP DEALER, No. 37, CAINE ROAD, HONGKONG. Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-Is also prepared to purchase used POSTAGE: STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent Discount Allowed. [1636

NO WEBEADY. DOUND VOLUMES of the HONGKONG WEEKLY PRESS JANUARY to JUNE, 1900. With INDEX

Price \$7.50. Hongkong Daily Press Office. Hongkong, 3rd July, 1900.

FOUND.

THE BALES SILK COCOONS found by Police floating in the Harbour after the recent Typhoon. Owners should apply at Central Police Station.

F. J. BADELEY, Deputy Supt. of Police. Hongkong, 30th November, 1900.

In the Vicinity of Kowloon Hetel.

GOLD CHAIN BRACELET, set with A Small SAPPHIRES and DIAMONDS. If same be returned to the Managen of the Kowloon Hotel, Finder will be liberally Rewarded. Hongkong, 30th November, 1900.

TO LET.

66 E IRKENDOA," at the PEAK. Apply to-DENNYS & BOWLEY. Hongkong, 30th November, 1900.

TO LET.

NO. 1, WYNDHAM STREET (opposite German Club), suitable for Offices and Godowns. From 1st January, 1901. Apply to-

LIMITED.

No. 298, Praya Central. Hongkong, 30th November, 1900, DOUGLAS STEAMSHIP COMPANY,

SANG KEE.

[3013]

FOR HAIPHONG. THE Company's Steamship

"HAILOONG," Captain Bathurst, will be despatched for the above port TO-DAY, the 30th inst., at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 29th November, 1900.

FOR VLADIVOSTOCK. FIHE Steamship

"GERMANIA," Captain Bendixen, will be despatched as above TO-MORROW, the 1st December, at 5 P.M. For Freight, apply to EAST ASIATIC TRADING Co., Ltd.,

Agents. Hongkong 30th November, 1900.

DOUGLAS STEAMSHIP COMPANY.

LIMITED. FOR SWATOW, AMOY AND TAMSUI.

JUNE Company's Steamship "FORMOSA," Captain Hodgins, will be despatched for the

above ports on SUNDAY, the 2nd December, at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 30th November, 1900.

FOR SHANGHAI.

[3012

HE Steamship

Captain Petersen, will be despatched for the above port on TUESDAY, the 4th prox., at 4 For Freight, apply to SIEMSSEN & CO.,

Hongkong, 20th November, 1900.

THE HONGKONG WEEKLY PRESSWILL .. be ready to-morrow and will contain :--Leading Articles:-Allied Inaction in China.

Sir Robert Hart and Others on Chinese Affairs. The Massacres of Missionaries.

The Peace Negotiations. Relief of the Typhoon Sufferers. The Crisis: Telegrams. Fusiliers at the Seat of War. The St. Andrew's Ball. Opening of a New Pier.

Another Piracy Case. The Soldiers' Club. The A.D.C. at the Theatre. Messrs. Marsh and Ward's Concert. Ludy Blake's Speech at the Women's Conference, Shangkai.

Swatow. Correspondence. Supreme Court. The Li u-mun Gambling Case. The Perseverance Piracy. Cricket.

Canton.

Football. Royal Hongkong Yacht Club. Hongkong and Port News. Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash. Hongkong, 30th November, 1900.

ZETLAND LODGE, No. 525, E.C.

REGULAR MEETING of the ZET LAND LODGE will be held at the FREEMASONS' HALL TO-MORROW NIGHT (SATURDAY), the 1st December, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th November, 1900.

TURNISHED ROOM wanted by Bachelor, with or without BOARD. Apply to-

Care of Office of this Paper.

Hongkong, 24th November, 1900. [293] CHRISTMAS!

CHRISTMAS!! CHRISTMAS!!

NTOW unpacked :--TOYS, TOYS, TOYS of all descrip-

tions. CRACKERS in beautiful variety. SWEETS, CHRISTMAS CAKES, &c. CHRISTMAS and NEW YEAR CARDS a Speciality. INSPECTION INVITED.

THE MUTUAL STORES. 8 & 10, D'Aguilar Street. Hongkong, 24th November, 1900. 5 [296] ENTERTAINMENT.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give a REPETITION of

"OUR FLAT" (In Ald of the Italian Convent),

MONDAY, 3rd December, at 9 r.m., Under the distinguished Patronage of Their Excellencies Sir HENRY and Lady BLAKE.

Booking Office opens on Wednesday, 28th November, and Tickets may be booked from 10 A.M. to 4 P.M. on that and following days (except on Friday, 30th instant). H. C. NICOLLE,

Acting Manager. Hongkong, 27th November, 1900.

AUCTIONS

GOVERNMENT NOTIFICATION. No. 648.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the same date. the Public Works Department, on MONDAY, the 3rd day of DECEMBER, 1900, at 3 P.M., are published for general information.

By Command. J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office. Hougkong, 24th November, 1960.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of DECEM-BER, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Ma-Tau-Kok, Kowloon, in the Colony of Hongkong, for a term of 70 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOT.

of Sale.	Registry No.	Locality.	Boundary Measurements.			Contents in Square it.	anual Rent.	Upset Price.	
No	94	7	N.	S.,	E.	W.	88	Ann	UP
			ft.	Tt.	It.	ft.		8	\$
í	Kow- toou Inland Lot No. 1,112	Na-Tau- Kok	50*	50'	100'	100'	5,000	40	300

NOTICE.

TUNG LUNG OTHERWISE TAM TOO ISLAND.

THE PUBLIC are requested to be good. enough not to land at or shoot over the above named Island situate between the Fo Tau Mau and Tathon Channels beyond the Li-U-MUN PASS, as the Owner of the Island, A. H. RENNIE, has a flock of Sheep grazing over the lands.

Dated this 28th November, 1900. MATTHEW J. D. STEPHENS. Solicitor for A. H. RENNIE.

NOTICE.

TEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL. For terms, &c., apply to

LAPRAIK, CASS & CO. Amoy, 10th October, 1900.

PUBLIC COMPANY

THE PUNJOM MINING COMPANY, LIMITED.

NYOTICE is hereby given that an EXTRA. ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 9, Des Voux Road, Victoria, in the Colony of Hougkong, on SATUR. DAY, the 8th day of December, 1900, at Noon, for the purpose of Considering and, if thought. fit, Passing the A or B Resolutions following.

RESOLUTIONS A. 1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$10 each, with the sum of 38 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of 88 each has been paid up, and that one New Share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of 88 fully paid up, and that thereupon the said old shares be cancelled.

2.—That of the remaining \$2 payable in respect of each of the New Shares, the sum of It be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine. RESOLUTIONS B.

1.—That the Capital of the Company be inoreased by the creation and issue of 80,00 New Ordinary Shares of \$12 each with the sum of 88 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$12 with the sum of \$8 paid up thereon be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old Shares be cancelled.

2.—That of the remaining \$4 payable in respect of each of the New Shares the sum of \$1 be paid on the surrender of the Old Shares and that the residue be (if necessary) called up and paid at such times and in such instalments as the Boardemay determine

Should either of the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened. By Order of the Board of Directors. W. H. GASKELL.

Becretary. Hongkong, 24th November, 1900.

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COM-PANY, LIMITED.

CHAREHOLDERS, who have not yet PAID the Call of \$3 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this

By Order. GIBB, LIVINGSTON & CO., Agents. Hongkong, 15th November, 1900.

A. S. WATSON & CO., LIMITED. NOTICE TO SHAREHOLDERS.

N INTERIM DIVIDEND on account of the year 1900, at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants. The DIVIDEND will also be Payable at the

presentation of Warrants there, on and after The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 21st instant until FRIDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares can be registered

By Order-A. H. MANCELL,

Secretary. Hongkong, 9th November, 1900.

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED. CAPITAL ... \$75,000.

Divided into 7,500 Shares of S10 each, payable 85 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE. LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION

Co., LD.). CHAU SIU KI, Esq. (Manager, Hongkong AND KOWLOON LAND AND LOAN. Co., LD.). .

> MANAGER. J. W. KEW, Esq.

BANKERS. HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS. MESSES. WILKINSON & GRIST.

OVER 5,000 Shares have been ALREAD ALLOTED. The Share List will Close on the 30th November, 1909.

Application Forms may be had at the Company's Bankers Offices, Honorong And SHANGHAI BANK, and at the Company's Solicitors Offices, Messra. WILKINSON AND PROSPECTUS.

The object for which it is proposed to form the above Company is the acquisition and extention of the business now carried on by Mr. J. W. KEW, of supplying with fresh water the ships entering the harbour of Hongkong. In consideration of the transfer by the vendor to the Company of his steamboats, pumps, hose, good-will, &c., he receives the sum of \$35,000.00 of which he is willing to take \$20,000 in fully paid up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent, to the shareholders, for the first two years of the existence of the Company.

Hongkong, 9th November, 1900. TEBRAU PLANTING COMPANY. LIMITED.

IN accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Interest at the rate of \$10 per cent. per Annum is being Charged on all Unpaid Calls. JOHN D. HUMPHREYS & SON,"

General Managera, Hongkong, 8th November, 1900.

A. S. WATSON & CO., LIMITED. NOTICE TO SHAREHOLDERS.

TOTICE is hereby given that an EXTRA ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 4th day of December next, at Twelve o'clock Noon, when the subjoined Resolution will be proposed. Should the Resolution be passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

RESOLUTION:

"That the Regulations approved by this meeting and for the purposes of identification sub-scribed by the General Managers be and the same are hereby approved And that such Rogulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all existing Regulations thereof." By Order.

A. H. MANCELL. Secretary. Hongkong, 24th November, 1900

FOR SALE.

NIEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES. EVERY KIND OF SPORTING RE-

WM. SCHMIDT & CO.,

Gunamith Hongkong, 22nd September, 1900. [1213]

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION Would & Co.'s Offices, behind Mesora Shewan. at No. 1, Queen's Road East, Hongkong Tomes & Co.'s premises. Hangkong, 17th October, 1898.

INSURANCES

THENIX FIRE OFFICE. The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phonix Fire Office Hongkong, 17th August, 1887. NTORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT SIST DECEMBER, 1899

AUTHORISED CAPITAL ... £3,000,000 0 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL 687,500 0 0 II. FIRE FUNDS..... 2,731,183 13 The Undersigned, having been appointed

AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong. 22nd June, 1900. NORTH GERMAN FIRE INSUK-ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Curren! Hongkong and Shanghai Bank, Shanghai, on SIEMSSEN & CO.

Hongkong, 29th May, 1895. QUN INSURANCE OFFICE, LUNDON FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN.& CO., Agents.

Hongkong, 16th May, 1892 AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Hengkong, 21st April, 1897

TIME IS PRECIOUS. OU may be able to assure to-day but not I to-morrow; therefore call upon Mr. KIENE to-day without fail. THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE, Manager. THE BEST SAVINGS FUND.

The premium on a guaranteed cash value E. Goetz, Esq. policy is not paid away, but invested with Hon. R. M. Gray absolute certainty of return, with interest, if A. Haupt, Esq. the policy be kept in force. Every payment is Hon. J. J. Keswick a deposit of savings. THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

F. KIENE Manager. Hongkong, 26th November, 1909. CCOTTISH METROPOLITAN

ASSURANCE CO. The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE. A yearly premium of £28 2s. (age 30) secures Cent, per Annum on the daily balance. the following :-£2,000 in case of death by accident.

£1,000 in case of natural death. £1,000 in case of permanent total disablement £500 in case of partial total disablement by

£6 per week in case of temporary disablement accident. Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly pay. | THE Business of the above Bank is conducments in case of injury) For further Particulars apply to

J. Y. V. VERNON, Hongkong, 8th June, 1896 THE WESTERN ASSURANCE CO? PANY OF TORONTO, CANADA, INCORPORATED 1851. CAPITAL £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO.

Agenta. Hongkong, 18th May, 1900. "L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the

Head Office. A. R. MARTY, Hongkong, 1st August, 1900. SALAMANDER FIRE INSURANCE.

COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Bates.

HOTZ, S'JACOB & CO. Hongkong, 2nd April, 1900. TRANSATLANTIC FIRE INSUR ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at Current Rates SIEMSSEN & CO.,

Hongkong, 16th November, 1872. NOTICE OF REMOVAL.

THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO. CHRONICLE & DIRECTORY.

have this day been Removed to 14 DES VOUE ROAD CENTRAL, Extrances East Lone, recently Means. Hongkong lat May, 1900.

BANKS

THE BANK OF TAIWAN (FORMOSA), LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Kobe

Tainan

On Fixed Deposits :__ .

places both in Japan and Abroad.

Taipeh, 5th October, 1900.

business transacted.

application.

INCOMPORATED BY ROYAL CHARTER, 1853 CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE-HEAD OFFICE :- TAIPEH, FORMOSA,

Nagasaki Hakodate Moji

" Savings Bank 6.205%

For 3 months...... 61 % per annum

inninentation !

HIROMI KAWASAKI,

Munager.

Credits granted on approved Securities and

LIMITED.

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BOARD OF DIRECTORS.

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GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%

HONGKONG & SHANGHAI BANK.

ING CORPORATION.

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Hongkong SIR THOMAS JACKSON.

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HONGKONG-INTEREST ALLOWED.

ON FIXED DEPOSITS.

For 3 months, 23 per cent per Annum.

For 6 months, 31 per cent, per Annum.

For 12 months, 4 per cent per Amoun. T. JACKSON.

HONGKONG SAVINGS BANK.

Depositors may transfer at their option

For the Hondrong and Shanghar

BANKING CORPORATION.

T. JACKSON.

Chief Manager

2 per cent

months ... 4

notice 4

DEPOSIT at 4 PER CERT. per annum.

THE BANK OF CHINA & JAPAN

HEAD OFFICE !

BRANCHES!

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Hongkong, Shanghai, Singapera

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Madras, Colombo, Rangoon, Java, Lyons, and

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General Manager-F. C. BISHOP.

Counties Bank, Limited.

On Current Accounts

Do. 1

" Fixed Deposits 3 Y

Hongkong, 24th ctober, 1900.

The Bank of England and the Capital and

INTEREST ALLOWED.

The Bank buys and sells and receives for col-

lection Bills of Exchange on, and transacts

general Banking business with, the above places.

THE MERCANTILE BANK OF

Beserve Ford £ 30,000

LONDON JOINT STOOK BANK, LIMITED.

the rate of 2% per annum on the Daily balance.

INTEREST allowed on Current Accounts at

INDIA LIMITED

BANKERS

ON FIXED DEPOSITS

Berner Bushamman Sty

J. THURBURN.

Manager, Hongkong.

Hongkong, 4th October, 1900.

RESERVE LIABILITY OF SHARE.

Hongkong, 4th October, 1964.

may be obtained on application.

PER CENT. per annum.

2,000,000

A. J. Raymond, Esq.

P. Sachse, Esq.

H. W. Slade, Esq.

R. L. Richardson, Esq.

Chief Manager.

Hongkong, 23rd March, 1899.

STERLING RESERVE ... \$10,000,000

RESERVE FUND-

D. Meyer Moses, Esq.

SILVEE RESERVE

HOLDERS£800,000 RESERVE FUND.....£525,000 JUICHI SOYEDA, Esq., President. Head Office Manager : HIROMI KAWASAKI, INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. BEANCHES AND AGENCIES. Tokvo Kyoto · Yokohama

T. P. COCHRANE. London New York S. Francisco p. Manager, Hongkong. Hongkong Amoy Shanghai Tientsin Hongkong, 15th October, 1900. Newchwang Chemulpo Fusan. -THE HEAD OFFICE :- INTEREST ALLOWED. On Current Account 5.475°/, per annum

TOKOHAMA SPECIE BANK LIMITED. ESTABLISHED 1880.

BANKS.

THE CHARTERED BANK OF INDIA,

HEAD OFFICE-LONDON.

AUSTRALIA AND CHINA.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP 18,000,000 CAPITAL UNCALLED

RESERVE FUND every description of Banking and Exchange Drafts granted on the chief commercial HEAD OFFICE-YOROHAMA. Further particulars may be obtained on BRANCHES AND AGENCIES. Tokio Nagasaki. London New York Lyons San Francisco

Shanghai

Newshwang THE NATIONAL BANK OF CHINA LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED. AUTHORIZED CAPITAL£1,000,000 PAID-UP CAPITAL£ 824,874

Honolulu

Tiontsin

Bombay

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum.

TARO HODSUMI. Manager. Hongkong, 21st November, 1900. THE

LEUTSCH-ASIATISCHE BANK. PAID-UP CAPITALSh. Taels 5,000,000 HEAD OFFICE-SHANGHAL BOARD OF DIECTORS : BERLIN.

BRANCHES :

Berlin ... Caloutta Hankow Tientein Tsingtan (Kinutschou) RESERVE LIABILITY OF PROP'TORS.\$10,000,000 LONDON BANKERS Messis, N. M. Rothschild & Sons, Union Bank of London, Ltd.

DEUTSCHE BANK (BERLIN), LONDON AGENCY. DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. SCHOTTLAENDER.

Acting Manager Hongkong, 8th February, 1900. MPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE LONDON BARKERS LONDON AND COUNTY

12TH NOVEMBER, 1806.

SUBSCRIBED CAPITAL. Shanghai Tis. 5,000,000 PAID-UP CAPITAL 2.500,000 On Current Account at the rate of 2 per HEAD OFFICE-SHANGHAL

BRANCHES AND AGENCIES. Canton Chefoo Pering! Chinkiano Ponning Chungkiang Singupore Foochow. Swatow Tientain.

The Bank purchases and receives for collection Bills of Exchange drawn on the above. places, and sells Drufts and Telegraphic Transted by the HONGKONG AND SHANGfers payable at its Branches and Agencies. HAI BANKING CORPORATION. Rules HONGKONG BRANCH. INTEREST on deposits is allowed at 31

Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS balances of \$100 or more to the Hongkons and At 2% per annum on Current Account daily SHANGHAL BANK to be placed on FIXED balances. 8', per annum on Fixed Deposits for 3 months.

> E. W. RUTTER. Acting Manager, Hongkong, 2nd February, 1900. AUTOMATIC MAUSER

WORKING CAPITAL over £215,000 PISTOLS. HOLDERS fully £425,000 CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CO. Hongkong, 3rd October, 1900.

LEMPS BEELS.

BEER.



OLE AGENTS for Hongkong, China and Philippine Islands ARRATOON V. APCAR & CO... Hongkong, 11th July, 1900.

SESSION AND DESCRIPTION OF THE PERSON OF THE

NEW GOODS. PLENTY HAND. - D. NOMA,

12; Beschustleld Arcace.

Opposite the City Hall. Hongkong, 24th March, 1900. Hongkong, 87th April, 1900.

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PAUL BREWITT. 2 Zetland Street, Auctioneer, Appraiser and Commission Agent.

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THIS SPACE IS RESERVED FOR THE

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The only office in China having European taught workmen. Equal to Home Work. BOOKSELLERS AND STATIONERS

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> and Granite. Mechanics ongaged, Estimates given.

Contractor; 30, D'Aguilar Street. Local-

and Coast Port Buildings, Timber, Brick

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THE VICTORIA DISPENSARY. Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

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EBRAHIM ELIAS & CO., Milliners, Silk Morcers, Haberdashers. Low Prices; 37, 39, Wellington Street

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SPERRY FLOUR COMPANY Proprietors of the following Celebrated Brands of Flour;—"Sporry's xxx,"

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lowest rates. MERCANTILE AGENT

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Hongker 2. Established 1859. Views. Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

E HING, Enlarging, Developing, Printing, Mode rate Rates, 20a, Queen's Road East.

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FR. BLUNCK Exporter of Real Hand-made Torchon Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linon Lace Curtains made to order; 17, Queen's Road, Central

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BLACKHEAD & CO., Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Cantral, next Hongkong Hotel.

BISMARCK & CO.. Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.. Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass, and Iron Merchants, 144, Des Vœux Road.

MORE & SEIMUND. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.

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R HAUGHTON & CO., Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

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NAGASAKI. CODE WORD: "DOCK." NAGASARI. A.l, A.B.C., Scotts' and Engineering Codes

DOCK No. 1 (at TATEGAMI.) Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom. 77 Water on Blocks at Spring Tide 261 ..

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PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILD. ING and MARINE ENGINEERING as well as in REPAIRING of SHIPS. The COMPANY has a POWERFUL SAL VAGE PLANT READY at SHORT

WING CHEONG.

NOTICE:

Dealers in PEARLS. DIAMONDS. IVORYWARE, SILKS, and GRASS

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind

Nos. 1 & S. D'AGUILAB STREET. Behind Hougkong Dispensary. Hongkong, 5th April, 1900.

DOMBAY-BURMAH TRADING COR. PORATION. LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCAN-TLINGS, PLANED, TONGUED, and GROOVED &c. TEAK SHINGLES FOR ROOFING. GAUGES

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hengkong, 3rd May, 1895.

SCIENTIFIC MISCELLANY.

AND CONTRACTOR TRANSPORT METERS VALLED

LIGHT WITHOUT HEAT-PLASTER AND ACCOUS-TICS-PHOSPHORESCENCE FROM DARK BAYS -THE GUN THAT USES NO POWDER-CAYS SALTPETER - SPRING-HEELED BOOTS - IS MATTER INDESTRUCTIBLE ? - VANISHING MAMMALS-TESTING A SNAKE STORY-OLD EST LIVING TRINGS.

Lighting by phosphorescence has long been an attractive dream. Believing that the dream may be best materialized through certain luminous microbes, M. Raphael Dubois has sought for these the most suitable culture bouillon, which must contain water, sea salt, phosphated and other foods, and traces of mineral matter. these liquid bouillons in giving a room the light of full moonlight. By this light from millions of living organisms, print may be read, the time told by a watch, and a few operations may be performed for which ordinary artificial light would be unsuitable. M. Dubois expects to increase the intensity of the light, thus making it of much practical value.

Connection between the acoustics and the plaster of a room has been pointed out by Prof. Charles Nussbaum. To obtain at once the best results where softness of timbre or tone color is required, as in concert halls, the walls and ceiling should not be covered with lime and sand, but with a mortar of plaster of Paris, free from sand in the upper layers, and carefully smoothed. The strongly elastic, delicate surface of this plastering is specially adapted for reflecting sound waves and giving soft timbre.

A dark lamp has been made by M. Gustave Lo Bon for producing invisible radiations of great wave length. Among the striking experiments performed with it has been the placing near it, in an absolutely dark room, of a statuette covered with sulphide of lime and also perfectly dark. In about two minutes the statuette becomes luminous, appearing to emerge from the darkness.

In a new German furnace, liquid air is poured upon peat and other low-grade fuels to aid combustion. On evaporation, nitrogen passes off first, leaving a gaseous mixture, containing 50 per cent of oxygen, which powerfully forces the

The centrifugal gan, which uses no explosive ment by an experienced British engineer, Mr. James Judge. A disc at the base of the gun is rotated rapidly by a small electric motor, and the shots are thrown by centrifugal force from the circumference of the dise at any rate up to 3,000 per minute, and with a muzzle velocity of about 2,000 feet per second. There is no noise and no recoil. As at present designed, the gun is five operated by two men protected by a light shield. Though intended specially for service on electrically-equipped warships, it can be adapted for Cigars, Egyptian Cigarettes, Dealers in field purposes by mounting on a light carriage, generating electric current. In addition to obvious advantages, the weapon has unlimited vertical range, and will fire around a complete

Without the saltpetre that was obtained from caves in the Southern States during the war of 1812, it is believed that the history of America and of the world would have been materially changed. The origin of this cave saltpetre has just been investigated by Mr. W. H. Hess, who finds from numerous analyses that the deposits could not have come from bat guano, as has been supposed, but that they have resulted from the evaporation of percolating water charged with nitrates from the surface soil. Similar nitrate deposits are sometimes noticed under ledges of rock.

The military boot of Capt. Loder, of the Austro-Hungarian army, is an ordinary boot with a spiral spring in the heel under a leather inner sole. The spring not only lessens jar in walking, but given ventilation to the foot. In practical tests in the army, it has greatly lessened the fatigue of marching, and has wholly prevented soreness of the feet.

A singular observation of the last seven or eight years is that in certain chemical reactions a minute quantity of matter seems actually to disappear. A late German experimenter claims to have shown positively a diminution of weight of about one part in 50 millions in a number of reactions, such as the mixture of copper sulphate with water.

The modern conquest of the earth is everywhere marked by the extinction of grand old types of animal life—from man downward. new work by Mr. W. L. Schater mentions two large mammals that have become extinct in South Africa in recent times, and several others that are surely passing. The last blau-bok was killed in 1799. It is now known from five com-

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Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe nor from what cause, that cannot immediately be relieved and permanently cured by Little's Oriental Balm People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fater. They come to believe that there is no such a thing as a cure for Rhenmatism. They have WIVE GUNS and their Subsequent Use been disappointed so many times that another trial seems almost useless. To all such we say, try Little's Oriental Halm faithfully and patient ly and you will soon rejoice at the return of your precious health. Many a person was cared BOARDS, FOR FLOORING, CEALING, WALLING, through Little's Oriental Balm by the use of a single bottle, others have used from 3 to 6 bottles PINKADOE RAILWAY SLEEPERS for all to obtain the same result. In only very rare and exceedingly obstinate cases were more than 6 bottles necessary. Sold at Re. I per bottle. Agents for Hongkong :- THE VICTORIA DISPENSARY, LD.

horns that have been preserved in museums. The quagga is believed to have survived in the Orango Colony until as late as 1878, its fraquent confounding with Burchell's zobra making information uncertain. It is thought that the white thinoceros may still have a few representatives in Zululand, although not less than six were reported killed as recently as 1894. Of the white-tailed gau and the blesbok there were not long ago a few herds preserved in the Orange Colony and the Transvaal, and naturalists feel much anxiety concerning the effect

An old-time belief is that adders, when frightened, swallow their young to protect them. Naturalists generally have declared such a feat. After thousands of trials he has succeeded with impossible, and to settle this point a careful examination of the adder's structure has been made by Mr. G. Leighton. He finds no anatomical evidence against the truthfulness of the old assertion. To sottle the question finally, however, it remains for some anatomist to dissect an adder that has been seen to swallow its

of the war upon these animals.

The great trees of California, of which not more than 500 are of remarkable size, are of uncertain age. Estimates as high as 5,000 years seem to meet with eminent approval, these figures signifying that the forest monarchs must have begun life before the earliest dawn of Chinese history, and at the time of the Delage were older than the art of printing from types. is to-day. Prof. Charlez E. Bessey, howevery contends that even 2,000 years is a great overestimate, actual ring count of a tree 25 feet in diameter having indicated but 1,147 years.

The whooping cough bacillus has been found by G. Arnheim in the sputum of 44 patients and the bodies of two, no patients with other pulmonary and bronchial diseases having this

WHEN YOU SEE THE YELLOW

Prevention, says the proverb, is better than cure. So it is, and vastly easier. That is, when you know how to prevent. The town of London would not have been scourged by the plague the people had known how to prevent it. Br they did not, and so they were swept away like grass before the scythe.

And, besides, we must know what unusual events and appearances mean—what they are the signs of. Otherwise we are as helpless as babies in a burning house. Take a simple example. In the early part of 1890 a woman, whose name whatever, is the result of many years of experi- I will give presently, noticed that her skin and the whites of her eyes were turning yellow. She understood, of course, that this signified illhealth; but the exact cause of it she probably did not understand. Few of us do. Along with this ugly colour-hand in hand with it, so to speak-came a low feeling and

great anxiety and mental depression. In a letter dated a few weeks ago, written at her home, Grickstone Cottage, near Chipping Sodbury, Gloucester, Mrs. Arkwell says:feet high and weighs about 600 pounds, and is | "What my complaint was I could not have told you. I had no appetite and felt a good deal of pain after the slender meals I took. In a short time. I got to be so swollen around the waist that my clothes were too tight for me."

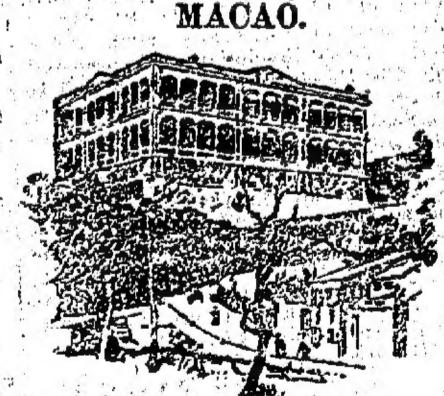
The latter symptom was dropsy, caused by the elevated 84 feet above sea level, should be visible. with the addition of oil-engine and dynamo for imperfect action of the kidneys; caused in its in clear weather, at a distance of 10 nantical turn by the original complaint of the stomach miles. and liver. But this fact also was a sealed book to the suffering woman—as it is to ninety-nine height. per cent, of the people.

"My breathing was short and hurried," continues Mrs. Arkwell, "and I had pain at the heart and the left side. Every morning I began the day tired and miserable from want of rest and sleep. At last I was so weak that I had to use sticks to get about, "For seven months I was confined to my bed, and thought I should never be well again. I was no better for doctors or medicines. After three

years of this my husband heard people praising Mother Seigel's Syrup somewhere, and also read about it in the papers. He was so convinced it would help me he wanted to try it. To please him I did try it, and in a short time I had much less pain, and food began to agree with me. I kept on taking the Syrup, gradually improving, until I was well and strong as ever. All the people in the district know of my case, and

you are welcome to tell everybody else." But those signs! the yellow skin and eyes, etc They indicate stomach and liver failure. The day you see them -that day take Mother Seigel's

HOTEL " BOA VISTA" HOTEL,



THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving

Hongkong at 2 F.M., and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance of visiting this famous old City. For Terms, apply

MANAGER. Telegraphic Address, "Boavists."

66 NOUNTINGS OF THE NAVAL with the LADYSMITH RELIEF COLUMN." Being a Lecture by

> R.N. C.B. A. J. A. CAPTAIN A. H. LIMPUS. R.R. (of H. M. S. Terrible).

CAPTAIN PERCY SCOTT.

The book is printed on art paper, and illustrated with coloured maps and sketches. Prices \$1 and \$1.50

SHOW OF CHRYSANTHEMUMS.

MATR. DORABJEE NOWROJEE begs to intimate to his Friends and the general Public that his Fine Collection of CHRYSAN THEMUMS will be on SHOW in the Gardens at Kowloon Hotel for one week commencing from Monday, the 26th instant, Entrance by Elgin and Chater Roads. Hongkong, 24th November, 1900.

> GOVERNMENT NOTIFICATION No. 1187.

TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to Noon of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JOHORE (See Admiralty Chart No. 2403.) Length 90 feet over all. Breadth not less than 17 feet.

Maximum draft 7 feet. The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw ongines at a speed of 93 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness. If of wood to be built of Java teak or Panaga

crooks for frames, &c. with teak planking and hard wood ceiling. The boats to be sheathed to well above the water line with 18 oz. yellow metal. Tenderer must state the price-lst with fit-

tings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots-2nd with fittings for burning wood fuel-3rd with fittings | THE Company's Steamship which can be altered for burning liquid or wood fuel as found expedient. The boats must be built for and fitted with

towing hooks and other fittings and goar for towing a 40 ton tongkang. One short must forward for light and signall- apply to ing and a teak wood dinghy to be supplied with each vesse First Class and Native passenger accommoda

tion to be separate. Space for baggage to be Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender. Colonial Secretary's office,

Singapore, 22nd October, 1900. NOTICE TO MARINERS. No. 354.

CHINA SEA.

TIENTSIN DISTRICT. SHAN-HAI-KUAN TEMPORARY

LIGHT

THIS Light was exhibited for the first time at sunset on the 8th instant. The illuminating apparatus is Dioptric, of the Sixth Order, showing a fixed white light. The Lighthouse is placed on the outer bastion of the Great Wall immediately below the Pagoda on the No. 1 Fort, and the Light, which

The Light is hoisted on a mast 38 feet in The mast and lightkeepers hut, and

parapet of the bastion are painted white. Approximate position Longitude119° 48' 45" E. By Order of the Inspector General

A. M. BISBEE, Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office. Shanghai, 22nd November, 1900.

NOTICE TO MARINERS, CHINA SEA.

TIENTSIN DISTRICT CHIN-WANG-TAO TEMPORARY LIGHT.

THIS Light was exhibited for the first tim at sonset on the 15th instant. The illuminating apparatus is Dioptric, Groupocculting of the Sixth Order, shewing a fixed white light varied by two eclipses every twenty seconds, thus :--

Light 14 seconds

and so on. The Lighthouse is placed near the South western extremity of the bluff at Chin-wang-tao. and the Light, which is elevated 87 feet above sea level, should be visable, in clear weather, at distance of 10 nautical miles. The Light is hoisted on a most 38 feet in

The most and lightkeepers hut are painted

A. M. BISBEE,

Coust Inspector.

Approximate position :--39 ° 54' 50" N 119° 38' 00" E. By Order of the Inspector General

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 22nd November, 1900. YOBARI AND SORACHI

COALS HOKKAIDO TANKO TETSUDO KAISHA.

HORRAIDO COLLIBEY AND RAILWAY CO.)

CAPITAL ANNUAL OUT 800,000 Tons YEN 12,000,00

PORTS OF EXPORT-OTARU. AND MURORAN. FITHE celebrated Yubari and Sorichi Coals are widely known as the best and most econo- THE full-powered Steamship mical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports, OFFICE! MINAMI LIDAMACHI, TOKYO,

JAPAN Telegrams: "TANKO" TOKYO. HUGHES & HOUGH, Agents for Hongkong.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. HE Company's Steamship

"SOBRAON," Captain L. M. Wibmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 8th December, at Noon, taking passengers and cargo for

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment. Parcels will be received at this Office until 4

P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 26th November, 1900.

AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, AND BOMBAY (In close connection with the Company's accelerated line to TRIESTE.)

" MARIA TERESA." Captain Rassevich, will be despatched as above on MONDAY, the 10th December, r.m. For information as to Passage and Freight. SANDER, WIELER & CO.,

Hongkong, 29th November, 1900. CALIFORNIA AND ORIENTAL

Agents.

In Connection with the ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND ${f HONOLULU}.$ TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND

HONOLULU THE UNITED STATES MEXICO, CENTRAL AND SOUTH AMERICA, &c. S.S. "CARLISLE CITY" On 10th Dec. S.S. "KVARVEN" 2.463 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and FRANCISCO VIA MOJI, KOBE, YOKOHAMA , and HONOLULU, on

MONDAY, the 10th December. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 Pim the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the

Collector of Customs, San Diego, For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, China and Japan. Hongkong, 15th November, 1900.

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA.

HE Company's Steamship

For Passage, apply to

"CHINGTU." Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Salcon is situated forward of the Engines. A duly qualified Surgeon is carried, and the

BUTTERFIELD & SWIRE, Hongkong, 22nd November, 1900.

CHINA NAVIGATION COMPANY.

Vessel is fifted throughout with Electric Light.

LIMITED FOR PORT DARWIN QUEENSLAND PORTS. SYDNEY AND MELBOURNE. "HE Company's Steamship

'CHINGTU.' Captain Williams, will be despatched as above or MONDAY, the 10th December, at 4 P.M. The attention of Passengers is directed to the Superior. Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B .- Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the Eastern and Austra-LIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents.

Hongkong, 22nd November, 1900. [2954 JNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(BOB. M. SLOMAN & CO., HAMBURG.) FOR NEW YORK VIA SUEZ CANAL.

"VERONA," Captain Hansen, will be despatched for the above port on or about 28th December. For Freight apply to

CARLOWITZ & CO., . Hongkong, 8th November, 1900.

Hichard, Toku 22nd November. Nov. 28. RAJAH, British steamer, 3,637, J. L. FIGHE First Class Twin Screw Steamer Leftwick, R.N.R., Shanghai 25th Nov., General.-JARDINE, MATHESON & Co.

Nov. 28, CANTON, British str., 2,164, C. F. Lockstone, Foochow 26th Nov., General. P. & O. S. N. Co. Nov. 29, Loksand, British str., 987. Leask,

Swatow 28th Nov., Ballast .- JARDINE, MATHESON & CO. Nov. 29, PENTAKOTA, British trapt., 2,209, H. L. Parsons, Taku via Chefoo and Weihai-

wei 23rd November. Nov. 29, Else, German steamer, 903, Petersen, Chefoo 24th Nov., General.-JEBSEN & Co. Nov. 29, QUARTA, German steamer, 1,146, Johannsen, Java 20th Nov., Sugar.-JAR-DINE, MATHEBON & Co.

Nov. 29, GWALIOR, British hospital ship, 2,274, W. W. Allen, Shanghai 26th November. Nov. 29. India, British transport, 2,591, H. B. C. Plemmer, Sanhaikwan 24th November. Nov. 29, Loosok, German str., 1,020, Jackson, Singapore 22nd Nov., Timber .-- BUTTER-FIELD & SWIRE.

Nov. 29, ADAMASTOR, Portuguese cruiser, from Macao. Nov. 29, TSINAN, British str., 1,461, O. Anderson, Hongay 27th Nov., Coal.-BUTTER-FIELD & SWIBE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 29TH NOVEMBER.

Awa Maru. Japanese str., for Singapore. Benlaviy, British str., for Nagasaki. Haitan, British str., for Swatow. Diamante, British str., for Manila. Catherine Apear, British str., for Singapore. Lycemoon, German str., for Shanghai. Taicheong, Gorman str., for Swatow. Hermes, Norwegian str., for Hongay. Else, German str., for Canton.

DEPARTURES. Nov. 28, DUNDEE, British trapt., for Chemainus. | THE Steamship Nov. 28, CANTON, British str., for Shanghai. Nov. 29, STUTTGART, German str., for Europe. Nov. 29, Loongmoon, German str., for Canton. Nov. 29, Else, German str., for Canton. Nov. 29, TAICHEONG, German str., for Swatow. Nov. 29, PELUSE, British str., for Amoy. Nov. 29, DIAMANTE, British str., for Manila. Nov. 29, C. APCAR, British str., for Calcutta.

Nov. 29, HERMES, Norw. str., for Hongay. Nov. 29, Lyeemoon, German str., for Shanghai. Nov. 29, PATEIE, Belgian str., for Shanghui. VESSELS IN DOCK. ABERDEEN DOCKS .- Benj. Sewall, Deuteros. Kowloon Docks .- Tartar, Clara, Formosa, Geffon, Telemachus, Hercules, H.M.S. Otter. COSMOPOLITAN DOCK .- Tacoma, Brecon-

shire. Machew. SHIPPING REPORTS. The British steamer Canton, from Foochow 26th November, had fine weather and light to

moderate monscon. The British steamer Loksang, from Swatow 28th November, had strong northerly wind and cloudy weather. The German steamer Loosok, from Singapore

22nd Nov., had fresh monsoon and cloudy weather throughout the voyage, with high head sea. The British steamer Pentokota, from Taku via Chefoo and Weihaiwei 23rd November, had THE Company's Steamship very smooth passage all the way down. Passed H.M.S. Argonaut, bound north, on the 28th November.

TOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :--STATE OF MAINE, American ship, Colcord .-

Standard Oil Co. VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. Taking Cargo at LONDON Rates. THE Company's Steamship

'PYRRHUS," Captain Tillotson, will be despatched as above TO MORROW, the 1st December. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 13th November, 1900.

Agents.

VESSELS ON THE BERTH LOADING ON THE BERTH.

Nov. 28 Rio-Neigeo, French str., 3,600, C. A. FOR PORTLAND, OREGON VIA JAPAN. Booking Cargo for OVERLAND POINTS.

> " MILOS will be despatched on or about 30th instant. For Freight, apply to T. M. STEVENS & CO.,

Agents. Hongkong, 22nd November, 1900.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH TER OREGON RATLEOAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND

CANADA.

2,083 Tons, Captain Petersen, This Steamship will be despatched on about 1st December for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA. Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be INABA MARU marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Ox.). For further information as to Freight rates,

ARNHOLD, KARBERG & CO., Hongkong, 24th November, 1900.

THE OSAKA SHOSEN KAISHA; LIMITED.

FOR SWATOW, AMOY, AND TAMSUL

"TAMSUI MARU." -Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 2nd December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents Hongkong, 26th November, 1900. THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED. FOR MANILA. TEAHE Company's Steamship

"PERIA," Captain R. W. Almond, will be despatched as above on TUESDAY, the 4th December, at

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO. General Managers Hongkong, 29th November, 1900. [2999] Hongkong, 30th November, 1900.

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER

(FREIGHT SERVICE). (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISSON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC POETS, NORTH and SOUTH AMERICAN PORTS.;

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

1		·	
1	FOR NEW YORK VIA SUEZ CANAL.	BTEAMERS. DESTINATIONS. SAILING DATES.	
		AMBRIA Capt. A. Wagner { HAVRE, BREMENHAVEN AND About 8th Freight. (London with transhipment in Hamburg) } December. } Freight.	
	will be despatched for the above port TO- MORROW, the 1st December, and will be	ARAGONIA (HAVRE & HAMBURG About 20th Freight. Capt. Forst. (London with transhipment in Hamburg) December.	***
	followed by the Steamship "HUDSON" about the end of December, and the Steamship	1 A BOOK SIPPI A A A A	
,	"POLAR ST. JERNEN	Capt. Hempel (London with transhipment in Hamburg) December.	4
•	about the middle of January, 1901. For Freight, apply to DODWELL & CO., LD.,	SAMBIA	
4	Hongkong, 29th November, 1900. [2410	About 20th 7 market	
,	OREGON AND ORIENTAL	For further particulars as to Freight, Passage, etc., apply to	

CARLOWITZ & CO., NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST. Hougkong, 24th December, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. BAILING DATES. DESTINATIONS. STEAMERS.) FRIDAY, 7th Dec., at WAKASA MARU KOBE and YOKOHAMA DAYLIGHT. J. B. Macmillan HIROSHIMA MARU SBOMBAY, VIA SINGAPORE and WEDNESDAY, 12th Dec., at S. Yoshizawa COLOMBO Noon MARSEILLES; LONDON, and) ANTWERP, VIA SINGAPORE. DAYLIGHT. PENANG, COLOMBO & PORT W. Bainbridge SAID FRIDAY. KANAGAWA MARU KOBE and YOKOHAMA DAYLIGHT. J. McKenzie YAWATA MARU [NAGASAKI, KOBE and YOKO- FRIDAY, 21st Dec., at A. E. Moses | HAMA Noon. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHEEN RAILWAY and For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Fleor, Chater Road. A. S. MIHARA, Manager.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

Hongkong, 28th November, 1980.

SHANGHAL AND JA- { Japan About 4th } Freight or Passage.
PAN C. K. Wright, B.N.B. { Dec. } Freight or Passage. LONDON, &c. | SOBRAONest. (Noov; Sth) See Special Advertisement. SHANGHAI ... BENGAL ... About Sth Freight or Passage. Dec. | Dec. | LONDON SOCOTEA (About 13th) Freight only. PASSENGER SEASON, 1901. s.s. PLASSY 7,240 tons March 30th MARSEILLES AND LONDON DIRECT.
s.s. SOBRAON 7,382 tons April 27th Without Transhipment. For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent

IMPERIAL GERMAN LINE.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

1	STEAMERS.	SAILING DATES.
	KONIG ALBERT	WEDNESDAY 12th December.
	KONIG ADDIES	WEDNESDAY 26th December.
	THE PARTY OF THE PARTY.	WEDNESDAY 9th January, 1901.
	SATISFIED TO THE SALE OF THE S	WEDNESDAY 23rd January, 1901.
	The same of the same Amorita (MIA)	WEDNESDAY 6th February, 1901.
		WEDNESDAY 20th February, 1901
1	Transport (Wandara Amortica Lillia)	WEDNESDAY 6th March, 1901.
	15 A 3/13/13/13	The state of the s
•	BAYERN	WEDNESDAY 3rd April, 1901.
	A CAPTER A T TOTAL	WEDNESDAY 17th April, 1901.
	RUNIU AMBINI	WEDNESDAY 1st May, 1301.
	DOTATATES TRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 12th day of Docember, 1900, at Noon, the Steamship "KONIG-ALBERT," of the Nordbeutschen Lloyd, Capt. O. Cuppers, with MAILS, PASSEN-GERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 10th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th December, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 11th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Dooter and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 29th November, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

> FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811 3,601	A. Dixon W. Watt	December 1 December 6
Goodwin	4,421	A. Jackson J. S. Cox	December 12 December 20
DUKE OF FIFE		The first section of the section of	

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES: HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK TORIG. HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KLONDYRE GOLD FIELDS. Frequent Sailings from VICTORIA.

and TACOMA to DYRA and St. MICHAEL. Rates of Passage to other Points on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED. General Agents.

Hongkong, 24th November, 1800.

CANADIAN PACIFIC RAILWAY CO.'S BOYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA. AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASARI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SPEED. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ACTERATION). "EMPRESS OF JAPAN" Comdr. H. Pybus, E.N.B. WEDNESDAY, 19th Dec., 1900-"EMPRESS OF CHINA"... Comdr. B. Archibald, R.N.B. WEDNESDAY, 16th Jan., 1961. "EMPRESS OF INDIA"... Comdr. O. P. Marshall, B.N.E. WEDNESDAY, 18th Feb., 1901.

THE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in 12 DAYS, saving THREE DAYS to'a WEEK in the Trans-Pucific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC BAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection. is made at Montreal, Quebec, Halifax, New/York and Boston with all Trans Atlantic Lanes, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 2, and 12 months. SPECIAL RATES (First class only), granted to Missionaries, Members of the Navel, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. Japan Governments. (second to none in the World), the LUXURIANCE OF ITS TRANS CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's. Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated. by the Company, and their appointments and Unisin are unexcelled.

For further information, Maye, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agont, Politor's Street, Hongkong 22nd November, 1900. NATAL LINE OF STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON (YIA SUEZ CANAL). THE Company's Steamship "ANTENOE," Captain Jackson, will be despritched as above

on TUESDAY, the 11th December & Gray

in Curwk and Japan for the above Line in Curwk and Japan for the above Line of prepared to Issue THROUGH BILLS OF LADING for all the principal ports in South Africa in connection with Indo-China Stram Navigation Co. 8 fortnightly tervice hence to Carcutra. Sailings from-OLLCUITA for Oare Ponts every for night. For Freight and further partic his,

For Freight, apply to
BUTTERFIELD & SWIRE, DODWELL & CO., LIMITED, Joneral Agents for China and Japan Hongkong, 4th August, 1897. Hongkong, 5th November, 1900.

FOR SHANCHAI, NAGASAKI, KOBE AND YOKOHAMA. INTHE Company's Steamship

"OCEANIEN," with the outward French Mail, left Singapore on Sunday, the 25th instant, at 6 P.M., and will leave for the above ports on or about SUNDAY, the 2nd December, 1900. For Freight or Passage, apply to G. DE CHAMPEAUX,

Agent. Hongkeing, 26th November, 1900. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVERPLATE.

AN MONDAY, the 3rd December, 1900, ut 1 . P.M., the Company's Steamship "ANNAM," Captain Poydenot, with Mails Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. Australian, which vessel takes on

and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

her Passengers and Mails, leaving that port on

the 15th December direct to Suez, Port Said

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd December. (Parcels are not to be sent on board they must be left at the Agency's Office.)... Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Hongkong, 20th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. HIHE Company's Steamship

"AKASHI MARU." Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd November, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong. Hongkong Maru (via) Shanghai, Nagasaki, Tursday, Dec. 18, 1900, at Noon. Kobo, Inland Sea, Yokohama, and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, SATURDAY, Jan. 12, Kobe, Inland Sea, Yo-1901, at Noon, kohama, and Honolulu) AMERICA MABU (Vin Shanghai, Nagasaki, THUESDAY, Feb.

Kobe, Inland Sea. To. 1901, at Noon. kehama, and Honolulu)

FILE Twin-Serew Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONO. LULU on TUESDAY, the 18th December. 1960, at Noon, taking Freight and Passengers for Japan, the United States, and Enrope.

Steamers of this line pass through the IN- December. JAND SEA OF JAPAN and call at HONO. LULU, and Passengers are allowed to break their journey at any point en route,

Through Passage Tickets granted to Eng-Annd, France, and Germany by all trans-Atlantic EASTERN AND AUSTRALIAN STEAM lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO FUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC. Union Pacific, Denvee and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

-Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Company and vice versa. Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havann, Trinidad, and Domerars, and to ports in Mexico, Central and South America, by the I HE Steamship Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages | the 20th December, 1900. will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Captain Brown, will be despatched as above Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 26th November, 1900.

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. CITY OF PERING (via) Shai, Nagasaki, Kobe, Tuesday, Dec. 4, Inland Sea, Yokohama, at Noon.

and Honolulu) CHINA (via Shanghai, Nagasaki, Kobe, In- THURSDAY, Dec. 27. Sea, Yokohama, at Noon. and Honolulu)

CITY of RIO DE JANEIRO (via Shanghai, Nagasa- Tuesday, Jan. 22, ki, Kobe, Inland Sea, 1901, at Noon. Y'hama and Honolulu

THE Company's Steamship "CITY OF MHE Company's Steamship A PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGA-SAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the IN LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Engand, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be NORDDEUTSCHER LLOYD. obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the. SOUTHERN PACIFIC, CENTEAL PACIFIC. Union Pacific, Denver and Rio Grande, and NORTHERN PACIFIC RAILWAYS; also the £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the HE Company's Steamship SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DERVEE AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first classe only) are granted to Missionaries, members of the Naval Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Control and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queer's Building. J. S. VAN BUREN.

Hongkong, 9th November, 1909.

GLEN LINE OF STEAMERS. FOR NEW YORK.

FITHE Company's Steamship "GLENARTNEY," Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th

For Freight or Passage, apply to McGREGOR BROS. & COW, Agents. Hongkong, 21st November, 1900.

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANTA, &c.)

THE Steamship "ATRLIE," Captain St. John George, will be despatched for

the above ports on FRIDAY, the 14th December, at DAYLIGHT. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provi-sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Hongkoug, 21st November, 1900.

SHEWAN TOMES & CO.'S NEW YORK

FOR NEW YORK VIA SUEZ CANAL.

"DEVONSHIRE"

will be despatched for the above port on or about For Freight apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 9th November, 1900. OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL). HE Company's Steamship

on TUESDAY, the 25th December. For Freight, apply to BUTTERFIELD & SWIRE. Hongkong, 16th November, 1900.

"ACHILLES."

VESSELS ON THE BERTH CHINA NAVIGATIO NCOMPANY, LIMITED.

FOR WEI-HAI-WEI. THE Company's Steamship

"TAIYUAN, Captain Nelson, will be despatched as above on TUESDAY, the 4th December, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Salcon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st November, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"SUNGKIANG," Captain Moore, will be despatched as above on TUESDAY, the 4th December, at 4 P M. The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS. Calling at SAIPAN, PONAPE, FRIEDRICH-

BERTS-HÖHE, TOWNSVILLE, BRISBANE and SYDNEY. CANADIAN PACIFIC RAILWAY on payment of Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE,

WILHELMSHAFEN, FINSCHHAFEN, HER-

NAPIER WANGANNI, DUNEDIN. and HOBART.

"MUENCHEN," Captain Krebs, will leave for the above ports on or about 6th December: For Freight or Passage, apply to

MELCHERS & CO., Hongkong, 23rd November, 1906. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED.

STATES. MEXICO, CENTRAL AND SOUTH AMERICA. AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. GAELIC (via Shanghai, Nagasaki, Kobe, In- (Tuesday, Dec. 11, land Sea, Yokohama at Noon.

and Honolula) (via Shanghai, .Nagasaki, Kobe, SATURDAY, Jan. 5 Inland Sea, Yokohama at Noon. and Honolulu)

COPTIC (via Shanghai, Nagasaki, Kobe, In- (TURSDAY, Jan. 29 land Sea, Yokohama (1901, at Noon. and Honolulu)

THE Company's Steamship "GAELIC" will be despatched for SAN FRAN-CISCO VIA SHANGHAI, NAGASAKI KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO-LULU and passengers are allowed to break their journey at any point en routs.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Tsinan, British str., 1,459, Andersen, Nov. 29, Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for Chine or Japan (or Alacrity, despatch-boat, 1,700 tons, 10 guns, vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full: and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queon's Building.

J. S. VAN BUREN. Hongkong, 19th November, 1900.

THE OSAKA SHOSEN KAISHA. LIMITED. FOR SWATOW, AMOY, AND

TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi. will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA. Agents. Hongkong, 28th November, 1900. FOR NEW YORK.

THE 3/3 L. II British Back

"R. MORROW." Shortly expected from Manela, will load here for the shove port and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 13th November, 1900.

NOTICE TO CONSIGNEES NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CLYDE," FROM BOMBAY, COLOMBO AND STRAITS. Consiguees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed This Vessel bring on Cargo:-

From London, ex s.s. Australia.

From Persian Gulf, ex s.s. H. Blackone and K. Authur, Esa, Pachumbu, Naseri. Optional goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent. any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained, from the Godown Company within ton days after the vessel's arrival here, after which no claims will be recognised. A. M. MARSHALL,

Acting Superintendent. Hongkong, 24th November, 1900. HONGKONG.

STEAMERS. Awa Maru, Jap. str., 3,912, Trennt, Nov. 28, Nippon Yuson Kaisha Benlarig, British str., 1.450, Kroble, Nov. 24, Gibb. Livingston & Co

Breconshire, British str., 2,323, Elliot, Nov. 20, Doddwell & Co., Ltd. Canton, British str., 2,164, Lockstone, Nov. 29, Undaunted, armoured craiser, 5,600 tons, 12 guns, P. & O. S. N. Co Choysang, British str., 1,194, Bowker, Nov. 26, Jardine, Matheson & Co

P. M. S. S. Co Clara, German steamer, 675, Hansen, Nov. 16, Jehsen & Co Douteros, German str., 1,001, Peterson, Nov. 22, Siemsson & Co

Eva, German steamer, 5,609, Petersen, Nov. 20, Arnhold, Karberg & Co Formosa, British str., 674, Hodgins, Nov. 22, Douglas Lapraik & Co Germania, Ger. str., 1,714, Bendixen, Nov. 23, Woodlark, gunboat, 151 tons, 2 guns, 550 h.p. Jebsen & Co.

Hailoong, British str., 783, Bathurst, Nov. 27, Donglas Lapraik & Co Haitan, British steamer, 1,138, Roach, Nov. 28, Douglas Lapraik & Co Hanoi, French steamer, 749, Pennier, Nov. 28, A. R. Marty

Hating, French steamer, 750, Bast, Nov. 28 A. R. Marty Helios, Norwegian str., 832, Eitrem, Nov. 28, Jardine. Matheson & Co Hillglen, British str., 2,501, Pulford, Nov. 26, Admiral Nakhimoff, Russian erniser, 9,000, Dodwell & Co., Limited

Hue, French steamor, 704, Godinan, Nov. 14,

A. R. Marty Kwauglee, British str., 1,467, Lincoln, Nov. 23, Loksang, British str., 987, Leask, Nov. 29, Jardine, Matheson & Co

Loosok, German str., 1,020, Jackson, Nov. 29, Butterfield & Swire Machew, German str., 1,088, Farrell, Nov. 22, Butterfield & Swire Managar, British steamer, 1,643, Cox, Nov. 20, Bennington, American gunboat, 6 guns, 3,436 Jardine, Matheson & Co

Milos, German str., 1,500, Hermann, Nov. 20, East Asiatic Trading Co Mongkut, German str., 859, Muller, Nov. 7, Brandenburg, German battleship. 10,100 tons, Butterfield & Swire Munchen, German str., 2,947, Krebs, Nov. 28, Brooklyn, American (flagship) armoured craiser, Phra Chom Klao, Ger. str., 1,012, Fowler, Nov.

25. Butterfield & Swire Progress, German str., 687, Brandt, Nov. 27, Quarta, German str., 1,146, Johannson, Nov. 29, Callao, American gunboat, 1 gun, 55 h.p., Lieut. Jardine. Matheson & Co

Jardine, Matheson & Co Rio-Neigro, French str., 3,600, Richard, Nov. Sandakan, German str., 1,374, Muhle, Nov. 10, Melchers & Co Sungkiang, British str., 1,021, Moore, Nov. 27, - Butterfield & Swire

Tacoma, British str., 1,689, Dixon, Nov. 20, Dodwell & Co., Limited Tamsui Maru, Jap. str., 1,038, Hasegawa, Nov. 28, D'Entrecasteaurz, Fench flagship, 14 guns, M. B. Kaisha Tartar, British steamer, 2,768, Bowles, Oct. 28, C. P. R. Co

Telemachus, British str., 1,379, Sawyers, Nov. 22, Butterfield & Swire Butterfield & Swire

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

3,000 h.p., Comdr. C. G. F. M. Cradock, at Hankow Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at H'kong Arethusa, cruiser, 4,300 tons, 10 gons, 5,000 h.p., Captain J. Stortin, at Shanghai Argonaut, battleship, 11,000 tons, 16 guns,

Capt. G. H. Cherry, R.N., at Amoy Astress, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong Aurora, cruiser, 5,600 tons, 12 gune, 8,500 h.p., Capt. E. H. Bayly, at Weihaiwei Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Taku

Bonaventure, cruiser, 4,360 tons, 18 gans, 9,000 h.p., Capt. J. C. Sawle, at Nankiang Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart, at Singapore Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Philip Walter, at Canton Centurion, flagship, 10,500 tons, 14 guns, 13,000

h.p., Capt. J. R. Jellicoe, at Woosung

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingram, Hankow Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tillard, Woihaiwei Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Hongkong Esk, gunboat, 363 tons, 3 guns, 200 kp., Lieut. and Comdr. C. Chadwick, at Shanghai Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p. Lieut and Comdr. Roger Keyes,

in reserve, at Hongkong h.p., Capt. Lewis E. Wints, at Nagasaki Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Honzkoug Hart, tornedo-bont destroyer, 260 tons, 6 guns,

4,000 h.p., Lieut and Comdr. J. G. Armstrong, at Shanghai Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Shanghai Humber, storoship, 1.640 tons, Comdr. H. J. Davison at Weihaiwei Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600

h.p., Capt. G. M. Henderson, at Amoy

Janus: torpede-boat destroyer, Lieut, and Comilr. R. G. Corbett, at Hongkong

Linnet, gun-vessel, 756 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Shanghai Lizard, gunbeat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Hongkong Marathon, cruiser, 2,950 tone, 6 gans, Capt. John

G. M. Field, at Bombay Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Foochow Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt, J. H. T. Burke, at Shanghai

Otter. terpedo-boat destroyer, Lieut, and Comdr. H. D. Wilkin, D.S.O., at Hongkong Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p. Lieut.-Couidr. C. P. R. Coode, at Whaiwoi Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Frasor, at Weihaiwei Pigmy, ganboat, 755 tons, 6 guns, 1,200 h.p.,

Lieut.-Com. J. F. E. Green, at Hongkong Pique, cruisor, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Hankow Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Monterey, American monitor, Capt. G. W. Protector, gunboat, 1,000 tons, Captain W. R.

Creswell, C.M.G., at Hongkong No Fire Insurance will be effected by me in Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Shanghai Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West River

Rosario, sloop, 980 tons, 6 gans, 1,400 h.p., Comdr. A. W. Hamilton, at Chinking. Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Liout.-Comdr. Carr, at Hongkong Snipe, river gun-boat, 85 tons, 2 guns, 240 a.p., Lieut. Comdr. Oldham, at Shanghai Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in

reserve, at Hongkong Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkong Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Yokohama Tweed, gunboat, 362 tons, 3 guns, 200 h.p., is Reserve, at Hongkong

6.500 h.p., Capt. A. C. Clarke, Hongkong. Wallaroo, orniser, 2,460 tons, 8 guns, Capt Noel, at Chinkiang City of Peking, Amr. str., 3,128, Smith, Nov. 25, Waterwitch, surveying ship, 620 tons, 450 i.k.p., Lieut.-Comdr. Hay, at Hongkong

Whiting, torpedo-beat destroyer, 360 tons, 6 gans, 5,900 h.p., Lieut, and Comdr. Mackenzie, Shanghai Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong

Woodcock, ganboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. R. Watson, at Woosung

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Adamastor, Portugues cruiser, Capt. Antonio J. d'Oliveira Andrea, at Macao Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at

Capt. Vsivolojsky, at Tientsin Alcout, Russian gunboat, 8 guns, 1,200 h.p. Capt. Elkisky, at Vladivostock Alonette, French cruiser, 300, Lieut. Aoum

Belloy, at Shanghai Asperu, Austrian cruiser, Capt. Wm. Weber, at Shanghai Aspic, French gunboat, 6 guns, 453 h.p., Copt. Journet, at Saigon Basco, American gunboat, Naval Cadet J. W

Greenslade, at Manila h.p., Comdr. C. H. Arnold, at Mani'a Bobre, Russian gun-vessel, 13 guns, 1,150. h.p., Capt. Dobrovelsky, at Taku 40 gans, Capt. Rosendahl, at Woosung

Captain C. M. Thomas, at Takn Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku Bussard, German cruiser, 1,600 tons, 8 gans, Comdr. von Bassewitz, at Swatow

G. B. Bradshaw, at Manile Rajah, British str., 3,637, Leftwick, Nov. 29, Castine, American gunboat, 8 guns, 2,199, h.p., Comdr. C. G. Bowman, at Amoy Chasseloup Laubat, French eruiser, 3,800 tons, Capt. De Epinay St. Luc, at Amoy

> Hongkong Concerd, American gunboat, 6 guns, 8,405 h.p., Comdr. H. G. O. Colby, at Manile Decidee, French gunboat, Capt. Learny, at

> Comste, French gunboat, Capt. Lonel, at

13,500 h.p., Capt. de Marolles, at Taku Descartes, French cruiser, Captain de Sanne, at Hongkong Dimitri Donakov, Russian armoured crusier, 34 guns, 7,000 h.p., Comdr. Sharon, at Don Juan de Austria, American gunbeat, Com.

T. C. MoLean, at Manila Eclaireur, French gunboat, 8 guns, 2,050 h.p. Capt. Texier, at Taku Elba, Italian cruiser, 18 guns, Capt. Cecconi, at Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai

Friant, French cruiser, 3,739 tons, Capt. Adam, at Shanghai Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Graf Molke, at Taku

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Taku Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Hongkong Geier, German erniser, 1,600 tone, 8 guns, Comdr. Peters, at Taku

C. E. Fox, at Manila Gromiatschy, Russian armoured cruiser, 12 gons, 2,000 h.p., Capt. Miklashevsky, at Guichen, French cruiser, 9,500 tons, Captain Perem, at Taku

Hansa, German cruiser, Rear Admiral Kirch-

General Alava, American gunboat, Lieut. Comdr.

hoff, 6,000 tons, 30 guns, Capt. Pohl, at Hela, German despatch-vessel, 2,000 tons, 21 guns, Comdr. Rampold, at Woosung Helona, American gunboat, 8 guns, 1,998 h.p.; Comdr. E. K. Moore, at Taku Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai

Holland. Dutch craiser, Capt. S. K. Sybraind, Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Hankow Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Irone, German cruiser, 4,200 tons, 8 guns, work. 2,850 h.p., Capt. Stein, at Tsingtau Goliath, battleship, 12,950 tons, 16 guns, 13,500 Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Takn

Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Auber, at Taku Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns. 14,000 h.p., Capt. Gülich, at Taku Kaiserin Elizabeth, Austrian cruiser, Capt. Mauler v. Ellisenan, at Shanghai Kersaint, French gan-vessel, 18 guns, 2,200 h.p., Captain de la Mette du Portail, at

Koningin Wilhelmina der Nederlanden. Dutch orniser, Captain J. P. von Rossum, at

Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku Kurfuret Friedrich Wilhelm, German flagship, Rear-Admiral Geissler, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung

Lion, French gamboat, 4 gans, 500 h.p., Capt. Frost at Taku Luchs, German ganboat, 850 tons, 10 gans, Comdr. Dachnhardt, at Canton Mandjour, Russian cruiser, 14 guns, 1,400 h p., Capt. Yakoveff, at Chemulpo

Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila Marietta, American gunboat, Comdr. E. H. Gheen, at Manila Maria Theresa, Austrian emiser, Capt. V. Bloss.

Ritter v. Sambuchi, at Shanghai Monadnook, American double-turret monitor, 6 guns. 3,000, h.p., Capt. E. T. Strong, at Manila Monocacy, American gunboat, 6 guns, 850 h.p.,

Pigman, at Canton Navaria, Russian battleship, 2 gans, 1,150 h.p., Capt, Yenish, at Taku Newark, American (flagship) cruiser. Capt. McCalla, at Nagasak New Orleans, American cruser, Lieut,-Comdr. J. T. Smith, at Manila Oregon, American battleship, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Woosung Otavazny, Russian armonred cruiser, 12 guns,

2,500 h.p., Comdr. Coprianoff, at Taku Pascal, French erniser, 14 guns, 8,500 h.p., Capt. Motet, at Taku Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila Petroparlovsk, Russian battleship, 12,000 tons, Capt. Gravais, at Taku Piet-Hein, Dutch craiser, Capt. J. Jansen, at

Princeton, American ganboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Shanghai Razbonik, Russian cruiser, Capt. Kamaroff, at Rossia, Russian cruiser, Capt. Domoliroff, 22 guns, 14,500 h.p., at Taku

Rurik, Russian flag-ship, 48 guns, 13,500, h.p., Comdr. Haupt, at Taku Schwalbe, Garman cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow Scendler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Hankow Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

Capt. Barranoff, at Port Arthur

Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p. Capt. Mollas, at Taku Sivoutch, Russian ganboat, 13 guns, 1,200 h.p., Capt. Sonbatin, at Taku Lient.-Corndr. H. E. Hillman, at Shanghoi Stromboli, Italian cruiser, Capt. R. Marselli, at Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at Wuhu Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Shanghai

> Capt. Boutet, at Kwong-chow-wan Vetter Pisani, Italian cruiser, De Felippi v. C. Onofrio, at Shanghai Vipere, French gauboat, Lieut. Glon del Villeneuve, at Shanghai Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchtomsky, at Taku Vsadnik, Russian torpedo-boat, 18, guns, 1,500 h.p., Capt. Rogulia, at Taku

Vauban, French craiser, 11 gans, 4,560 h.p.,

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Woosung Wheeling, American gunboat, 6 gans, 1,100 h.p., Comdr. W. T. Burwell, at Taku Woerth, German battleship, 10,100 tens, 40 guns, Capt. Borkenhagen, at Taku Yorktown, American gunboat, 6 guns, 3,392

h.p., Comdr. E. D. Taussig, at Hoile

CHINA TELEPHONE CO., LD.

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EXCHANGE LINES. \$80 Per Annum. PRIVATE LINES,

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Apply to W. STUART HARRISON, Manager. Note Address:—13, PRAYA CENTRAL.

Hongkong, 18th January, 1898.

BHARES.

100,875

19,970 A

29,055 B 750 fdrs.

10,000

24,000

8,000

20,000

60,000

14,000

2,000,000

30,000

45,000

200,000

A 15,000

B 45,000

140,000

12,000

30,000

7,000

6,000

1,250

1.200

10,000

50,000

10,000

50,000

\$100

\$50

, \$50

£10

\$100. \$100

16,000 Fs.250 Fs.250

400,000 25 cts. 25 cts.

\$100

STOCKS.

Hongkong and Kowloon

Wharf and G. Co., Ld.

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ment & Agency Co., Ld.

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pany, Limited

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Weaving Co., Ld.....

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Hongkong Cotton Spin.,

Wear. & Dye. Co., Ld....

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China Borneo Co., Ld.

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West Point Building Com-

Storage Co., Ld.

Hongkong, 20th November.

LAST DIVIDESD

30-div. at 1/11 d.=)

lat half year 1000

\$20 5 per cent. for 1893

(\$1,20 for half year)

20 per cent, for 1899

(12 per cent for year)

ending 30-6-08 Int. of 3 per cent on)

Int, of 5 p. cent on.

account of 1900.....)

Int. of 321 per share)

\$100 \$3 for 1897

on a/o 1900

(5 p. ct. half year end. ?

First.year

Sp.ct.&12p.ct.bonusfor

lyehr ended 30 6 00

int. of o p. cent on

account of 1900

(Int. of \$11 on ac-

\$61 22 per cent. for 1809

\$100 Int. \$3 on account 1900

\$30 \$11 for 1890

450 First year

-810 5 per cent, for 1899

10,000 Tls100 Tls100 3 p. ct. on account '98

8,000 Talos Talos 798 on 6,000 shares)

2,000 Tla500 Tla500 ending 31 12 97...)

7,500 Tla100 Tla100 None

\$100 \$100 None

count 1900= 22p.

Int. \$1.50 on acct. 1900

ended 30.6.1900...

(3) p. ct. for period)

ending 31 10 97 ...

(4 p. et. on secount) Tis, 375

4 p. ct. for period | Tls. 375

\$10 10p. c. for 1'9 on o. Capt. \$181, sales

Tht. 5 per cent. for | \$154, ex div.

\$5 } 7 cents per share... | { \$5.20, buyers

(\$12 for year ended | \$180, buyers

\$10 1900 share ... | (\$11, Bales & buyers

3118, buyers

\$9.75, sales & scilers

\$5], buyers

315 None

\$10 | 270 cents per share ...

\$10 \$10 for 1898

325 15 per cent. for 1899 ...

9 p. ct. for 1899

\$25 Int. \$2 p. s. on act. 1900 9178.

30 11 90

75c. [per share for [\$12.

31.5.00

year ended

\$10. 8 per cent. for 1800 \$10% buyers

\$500 25p.c.foryr.end.30-6-00 \$1,500, buyers

\$500 Int. of 10 p. c. for 1890 | \$950 ex div.

\$500 First year \$625, sellers

\$100 First year \$100

\$6 | \$1 per share

\$20 | 31 for 1899

850 15 per cent. for 1899

\$10 | 12 per cent. for 1899

310 1 80 cents for period !

\$16 | ending 31 12 99

(10 p. ct. for half year) \$120.

ct. for 1899)

(1 sling. 51 ets., 10th ; \$50, sellers

None 31.20, sellers

\$5 31794 (coupon 9) 3

21 16/10 \ div. on 7700

\$41)

20,000 \(\pmu \) \(\

. ended 30'6'1900... 1

6p.et.&2p.et.bonusfor'99 \$95, buyers

Int. of 5 per cent on (£51, buyers

\$8.for 1898

28 2,3at1,171=\$1.36for '99 \$26, buyers

40 p. ct. = \$20 for 1898 | \$245, sellers

16p.ct.foryr.end.30-4-00 \$51, sollers

F.Tla.S.82=£1.5at2/10) \$115, sellere

Inf(T.9.23=£1,5at2/8f) Tls. 1721.

CLOSING QUOTATIONS

London £57 10s.

\$26, sales & buyers

2:01, sellors

£101, sellers

\$300, buyers

\$2, sales

7 cents, sales & sellers

545 perc.pr.=1806:25,

8	
	CE NOTICES.
The Oceanies, with the French Mail of the 2nd 11st, at 7 p.m., and may be expected here on or aborolics to letters despatched from Hongkong on 291. The Empress of Japan, with the Canadjan Malpan, and may be expected here to-day.	November, left Salgon on Thursday, the 29th at Sunday, the 2nd December. This Packet bring th September. it slanghai on Tuesday, the 27th inst., and left Slangh
MAILS WI	LL CLOSE.
FOR	PER DAY AND HOUR.
Shanghai	Hailoong Friday, 30th, 11.00 A.
Haiphong Singapore &	Hanol 300 P.
Shanghai	Loksalid
Shanghal Wallow Pakhoi & Haiphong	Hangehole. Saturday, 1st Dec., 9.00 A. Saturday, 1st Dec., 9.00 A. Saturday, 1st Dec., 9.00 A.
Maji, Kobe, Yokohama and Kobe, Yokohama, 1	Saturday, 1st Dec., 3.00 P
Victoria and Taconia	Germania Salurday, 180 Doog 100
Swatow, Amoy and Tamsui Swatow, Amoy and Tamsui	Tamsui Maru Monday 3rd Dec.
	Registration 10.00
EUROPE, &c., India via Tuticoria	
Postage 10 cents)	Paners 10.30
	Tuesday, 4th Dec.,
SHANGHAL NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO to the	
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra	10.45 A.M.)
WT 1 III ABANTUT III	
Sandakan Manila	
Manile	Perla I nesany, ren Door,
Saipan, Ponape, Friedriche, Townsville,	Munchen Thurs., out Doon, o.
Brisbane and Sydney	Gineralary, State 200,
EUROPE, &c., India via Tuticoria. (Late Letters 11.10 to 11.30 A.M. Extra Pos-	PLAUTIBLITATION TO A STATE OF THE PARTY OF T
tage 10 cents) mail on board up to the	Sourdon 10 45 A M
Extra postage 10 cents)	Lettors 11.00
Kobs, Yokohama, San Diego and San Francis	Wednesday, 19th Dec. 11.00 Registration 10.00
SHANGHAL, NAGASAKI, KOBE, YOKOHAMA	Registration, with
(Supplementary mail on board and Extra	10.45 A.M.)
Postage 10 cents.)	
Show of Chrysanthemums, Kowloon H	otel Tacoma for Japan and Hongkong on the
Gardens. TO-MORROW.	The N. P. steamer Glenogle sailed Tacoma for Japan and Hongkong on the
Moeting of the Zetland Lodge, 9 p.m.	mit. D stagmer Queen Adelaide saile
COMMERCIAL.	Tacoma for Japan and Roughous
CLOSING QUOTATIONS.	The N. P. steamer Victoriasailed from tor Japan and Hongkong on the 21st in
THURSDAY, 29th November	er,
On London.— 2/1	OUTWARD.—19th Oct.—Narakow, 18th
Bank Bills, at 30 days sight 2/17	2nd Nov.—Fraguesy, Darachus,
Bank Bills, at 4 months sight 2/14 Credits, at 4 months sight 2/14	shire, Riverdale. 9th Nov.—Inton.
Documentary Bills, 4 months sight 2/14 On Paris.— 2.63	Heinrich, Odessa, Samora. 10th
Bank Bills, on demand 2.63 Credits, at 4 months' sight 2.68	-Ashton, Sarpeagn, metodine, 1
On GERMANY.—2.14	Oldenburg, Maria de Larrinaga. 2
ON NEW YORK.	HOMEWARD.—8th Nov.—Indus. 20th
Credits, 60 days sight	Malla. 27th Nov. Benniour,
Telegraphic Transfer	Maru, China.
ON CALCUTTA. Tennsfor	PASSENGERS.
On Shanghal.	Die Legal from Singapore, Mr. Ble
Bank, at sight	Moon. R.N.
AN TO A SHOP A MARK	o. dis. De Stattaget from Hongkong, for S
On Manilla.—Par	Mr. O. Haesner and Mrs. Kelthand
On Singapore.	beck and B. N. Jenkins; for London, to pm. br tr Dlawfore Messra, C. B. Ricke
On demand 125	B. Buyers; for Antwerp, Messrs, W.
On HAIPHONG:-2 P	berger; for Southampton, Messis, w.
On demand	E East, J. Thomson, J. de la more, o. c. pm. B. Hant A Chadwick, T. Saint, Wm.
ON BANGROK:-	C. Taylor, H. Fitzpatrick, M. Rev
Sovereions, Bank's Buying have	McLeod, C. Probett, F. Chiusy, A. C. Marphy, R. Buchanan, F. Stocker, H.
BAR SILVEE, per oz	Ingles, F. Harmer, F. Rowling, E.
OPIUM.	for Singapore, Messrs. H. Spitter, Mr.
Onotations are:— Allow ce net. to 1 Malwa New \$790 to \$800 per	picul. Denby, Mrs. Honda, Miss Ital and
Malwa Old	Oldenburg and A. Meyer; for Port St
P. P per-wrapped \$850 to — Persian fine quality \$870 to \$920	H. von Buse and Capt. Crowne; 101
Persian extra fine— to —	chest. Mr. F. Reinmann; for Naples, Mr. N

VESSELS EXPECTED.

Patna New \$9421

Benares New 5940

THE CANADIAN MAIL. The C. P. R. steamer Empress of Japan ar. rived at Shanghai at I p.m. on Tuesday, the 27th inst., and left again same day at 11 p.m. for Hongkong, where she is due to arrive to-day. THE FRENCH MAIL

The M. M. steamer Oceanien, with the next French mail, left Saigon on Thursday, the 29th inst, at 7 p.m., for this port

THE GERMAN MAIL. The Imperial German Mail steamer Prints Heinrich, carrying the German mails with dates from Berlin of the 5th inst, left Colombo ou Thursday, p.m., the 22nd inst., and may be expected here on or about Tuesday, the 4th prox.

THE INDIAN MAIL. The Indo-China steamer Suizung, from Calcutta and the Straits, left Singapore for this port at 7 am on the 28th inst., and is due here on Tuesday, the 4th prox.

THE AMERICAN MAIL. The O. & O. steamer Guelic, with mails, &c., from San Francisco to the 3rd inst, via Honohilu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanglui on Saturday morning, 24th inst.

MERCHANT STEAMERS. The N. G. L. steamer Wittenberg; from Ham. burg, left Singapore for this port on the 24th inst, and may be expected here on or about the

The P. & O. steamer Japan left Singapore for this port on the 27th inst. at 2 p.m. The Austrian Lloyd's steamer Maria Teresa left Moji for this port on Wednesday, 28th inst.,

at 7 a.m.

plies to letters desputched from Hongkong on 29th The Empress of Japan, with the Canadian Mail	left Slanghai on	Tuesday, the 27th inst., at	
The Empress of Japan, with the Camapan man			BANKS.
p.m.; and may be expected here to-day. MAILS WII			Hongkong and Shanghai
MARIES WAL	a described to	TANK TOUR	China & Janan, Ld.
	PER /		Do. Deferred
hanglini	Taman	Friday, 30th, 11.00 A.M.	Donk of China Ld.
hanghai	Hailoong	Friday, 30th, 11.00 A.M. Briday, 30th, 11.00 A.M.	Do Founders Shares
Implieng	Chalon	mast 100 mate	MALINE INSURANCES.
ingapore &	Hanoi	0041 000 par 1	Tracker Ing. Society, Little and the
ingapore	Choynang	Friday, 30th, 3.00 P.M.	china Traders, Ins. Co., Ld.
langkok	Dimentily	Deiday 30th 4.00 P.M.	North China Ins. Co., Ld
hanghai Dathai & Hainhong	Hangchow	Consider lat Dec. 9.00 A.M.	North China Lancon Ld. 3
	Eva	Character lat Dog Mill A.St. 1	Yaugteze Ins. Assocn., Ld. A. Canton Insurce. Office, Ld. A.
	1 1 1	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Straits Insurance Co., Ld
Poochow, Shanghar, most, acord, 2	Tucoma	1 4 1 mg 100 mg	FIRE INSURANCES,
17: Account and I Recounts of the state of t	Germania		The whome Fire Ins. Co., Lu.
Vindivostock	Formosa		China Fire Ins. Co., Ld
Swatow, Amoy and Tamsui	Tamsui Maru	Monday, 3rd Dec.	Surpping.
DIVILLON : ZELINO)		Circulars 8.00 A.M.	Transform Canton and
		Registration 10.00 A.M.	1 16 W. 15 1.41 MU: 717 F 1
EUROPE, &c., India via Tuticoria		Registration, with late	Indo-China S. N. Co., Du.
		fee of 10 cents, up to	China & Manila S. S.Co., Ld.
Postage 10 cents)		10.45 A.M.) 10.20 A.W.	China & Mantia S. C. Co.
		Papers 10.30 A.M. Letters 11.00 A.M.	tings Id
		Tuesday, 4th Dec.,	1 - 0
TOWN YOUNGENAND		Registration 10.00 A.M.	China Mutual S. N. Co.,
SHANGHAL NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO to the		Ragistration, With late	Little Lead, L. Louis Little L
The same stated that the same stated to the same st	City of Peking	fee of 10 cents, up to	Do. do.
time fixed for departure of the Mail. Extra	1!	10,45 A.M.)	
「「「「」 ・・・・ 「【】 /b/b/5年ではし、 ・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・		Tuesday, 4th Dec., 200 P.M	Star Perry Co., Lincoln
Sandakan	Sandakan	Tuesday, 4th Dec., 3.00 P.M	Shell Transport & Trading }
7日 W		LINESCHEE TOOMS OF A THE	·
Changelini .	Perla	treamless Ath Dar 4.00 P.ol	There are an area
		A CONTRACTOR OF THE PARTY OF TH	Collins Sugar Refinite Come (
Manila Ponape. Friedrich-Wilhelmshafen, Saipan, Ponape. Hohe Cownsville,	Munchen	Thurs., 6th Dec., 3.00 P.M	pany, Limited
The state of the s		day To Guy Doo	Luzon Sugar Refng. Co., Ld.
Brisbane and Sydney		Saturday, 8th Dec., Circulars 8.00 A.M	MINING.
EUROPE, &c., India via Tuticoria Pos-		Rapistration 10.00 A.M	. Punjoin mining Co., Land
Total Anna II. 19 to I know Aside Aside Aside		(Registration, with lat	9 Do. Preservice Char.)
	A CONTRACTOR OF THE CONTRACTOR	fee of 10 cents, up t	o Société Fran. des Char- bonnages du Tonkin
to the same wint on Donell up to		10.45 A.M.)	Oucons Mines, Limited
		Papers 10.30 A.A	. I doloho Mininig- EDG ARM.
Extra postago 10 comes		Mon., 10th Dec., 11.00 A.1	dire Company, Ld.
Kobs, Yokohama, San Diego and San Francisc	O Carliste City	Wadnagday, 19th 1960.	Manine Co. Limited
NODE, LOROHAMA, DAMA VORON MA.	1 3	CAPISETALION 10.00	Olivers Freehold Mines,
SHANGHAL, NAGASAKI, KOBE, YOKOHAMA,		Registration, with in	I Limited
VICTORIA and VANCOUVER, B.C. Supplementary mail on board up to the	Empress of Jupan	fee of 10 cents, up	Great Eastern and Call
Alma Hand for dangeriard of the	4 1	10.45 A.M.)	Gold Mining Co., Ld M. Do. Proferences
Postage 10 cents.)	J	Letters11.00 A.	
	1 TT TT	teamer Duke of Fife sailed from	m Docks, Wharves, &c.
TO-DAY.	Total Total	pan and Hongkong on the 27	th Dock Co., Limited
A Manual Kowlood Ho	fel Trecourt for PR		Transferred Kowloon

ie N. P. steamer Glenogle sailed from ma for Japan and Hongkong on the 31st Wanchai Warehouse Bad le N. P. steamer Queen Adelaide sailed from

ome for Japan and Hongkong on the 10th he N. P. steamer Victoriasailed from Tacoma Tapan and Hongkong on the 21st inst.

> STEAMERS PASSED THE CANAL. WARD.-19th Oct.-Narakolb, Strathord. 23rd Oct.-Nordkap. 26th Oct.-Shanghai. 2nd Nov .- Pingsusy, Dardanus, Oceanien, Hutter, 6th Nov .- Orwell, Folmina, Nairnshire; Riverdale. 9th Nov. - Izion, Wakasa 13th Nov .- Malacca, Clio, Prinz Heinrich, Odessa, Sambia. 16th Nov .-Saxonia, H. H. Meier, Yushun. 20th Nov. -Ashton, Sarpedon, Melbourne, Freiburg. 23rd Nov.-Darmetadt, Kanagawa Maru, Oldenburg, Maria de Larrinaga. 27th Nov. -Java, Salazie, Les Andes.

Yahloong Cot. Spin. Co., Ld. MEWARD.-6th Nov .- Indus. 20th Nov .-Patroclus, Candia. 23rd Nov .- Asturia, Malta. 27th Nov .- Benmohr, BIVALS AT HOME, -27th Nov. - Tamba Maru, China.

Per Loosok, from Singapore, Mr. Black. Per Pentakota, from Taku, &c., Staff-Surgeon oon, R.N.

Per Stuttgart, from Hongkong, for Singapore, Hongkong Lope M'fg. Co. r. O. Haesner and Mrs. Keith and child; for Geo. Fenwick & Co., Ld enoa, Dr. G. J. Blackmore, Messrs. T. Salter-Hongkong Ice Co., Ld. ck and B. N. Jenkins; for London, Consul G. H. Playfair, Messrs. C. B. Rickett and C. Buyers; for Antwerp, Messrs. W. Hermann, Schwarz, A. Posinsky, Lendisch and Nelsenorger; for Southampton, Messrs. W. Moore, A. oldsmith, G. H. Rich, W. J. Davis, C. Reay, East, J. Thomson, J. de la Mere, J. Jones, Hunt, A. Chadwick, T. Saint, Wm. Spalding, Taylor, H. Fitzpatrick, M. Kenealy, ovett, T. Hudson, J. Hyde, H. Lawrence, D. LeLeod, C. Probett, F. Chidley, A. Chidley, J. Lurphy, R. Buchanan, F. Stocker, H. King, T. ngles, F. Harmer, F. Rowland, E. Dallimore, V. J. Tresidder and H. B. Palmer; from Japan, or Singapore, Messrs. H. Spiller, K. Hagimara and Mrs. T. Ods; for Penang, Mr. and Mrs. Denby, Mrs. Honda, Miss Itu and Mrs. T. Mesano; for Colombo, Messrs. P. Krapp, W. Oldenburg and A. Meyer; for Port Said, Messrs. Cesculidy and A. Kriwaleff; for Genoa, Mr. H. von Buse and Capt. Crowne; for Southampton, Miss Keen: from Shanghai, for Penang, Mr. F. Reimmann; for Naples, Mr. N. Didonato; for Genea, Lieut. W. R. Battye and Mrs. Conling, Messrs. Woas, T. W. Styan and B. Kado; for Bromer, Messrs. Steinmacher, Budisch, Dobnke, Brittner, Teach, Schlischting, Kammisky, Echort and Konrad.

Per Awa Maru, for London, &c., Messrs. D. Gordon, D. Sheazer, R. Hunter, Geo. Holden, H. Isemura, Walter S. Cumming, J. H. Nichelson, D. Sikinger, Ralph Scot and Thomas Kennedy, Mrs. Mosley, Mr. and Mrs. Akabane, Mr. und Mrs. Hata, Messrs. K. Saite, W. Ikeda, Mr. and Mrs. E. T. Goffinet and Mr. R.

Per Diamonte, for Manila, Messrs, J. E. Gloria, J. L. Higginson, W. A. M. Burden. A. Jay, Miss Jittemore, [Messrs. J. L. Davis, Kellogg, A. Anderson, J. L. Hill, Otami Ionega and Ed. Lynch.

DORTIMAND WHITE

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. [2724 CIENTING

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free Hongkong, 23rd September, 1891.

WO FAT & CO. WEST the property was a supplemental and the supplementa CHANDLERS, SAIL MAKEES, GENERAL STOREKTEPERS. No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900.

VERNON & SMYTTH, BROKERS. La Pavorita, Limited BROTHERS. POHOOMULL CARTRIDGES. 57 & 59, QUEEN'S ROAD CENTRAL, WHOLESALE AND RETAIL NOBEL'S SPORTING BALLISTITE. IMPORTERS AND EXPORTERS, Absolutely Smokeless and Water-resisting Have for Bale. THE BEST NITEO-POWDER IN THE WORLD TNDIAN, Chinese and Japanese Silk Goods PRICE OF 12-BORE CARTEIDGES: I for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rngs and Carpets,

With Powder, Loaded with Powder only. and 1 oz of Shot. Jewelry, Cushmers Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Primrose Cases \$5.65 Pogamoid Cases ... 6.25 Ejector Brass Cases. 6.90 5 per cent discount on orders of 1,000 and over.

WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

TO SHIPMASTERS

INQUIRE where your FRESH WATER is obtained by the Water Boats, as Four Address-Care of Mesers Kwong Band & Co. WATER is the cause of much Sickness on board We are the ONLY WATER BOAT COMPANY in Hongroug EXCLUSIVELY emplying CARMICHAEL & BARLOW,

FILTERED WATER. CALL FLAG W. J. W. KEW & CO., STEAM WATER BOAT COMPANY. Hongkong, 9th October, 1895. THE

CHRONICLE AND CHINA, JAPAN, COREA, INDO-CHINA SIAM STRAITS SETTLEMENTS MALAY STATES, NETHER-LANDS INDIA PHILIP-PINES, BORNEO, &c.,

1900

THE THIETY-EIGHTH ANNUAL ISSUE.

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TION OF COAL

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On the 20th at 11.55 c.m. The becometer has risen over China. The depression is moving Enstwards in the Sea of Japan, and an area of high pressure probably lies over the interior of China. Gradients moderate to rather steep with pressure monaton on the const and in the N. part of the China Sea. Forecast:—fresh N. winds; cloudy, probably some rain.

11

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XB:

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Mania 10 a.

Malate 9a.

C. S. James 7 a.

Bacolod

Hoilo

Ceba

HONGKUNG REGISTER. day & p.in. at 10 a.m. at 4 p.m. 20.96 Baronieler Humidity Direction of wind

lighest open air temperature on the bah Hongkong Observatory, 29th November.

HONGKONG TIDE TABLE.

30		November to	Act of description	December,	1900.
Week.	Month.	Hongkong Meun Time.	Height.	Hongkeng Mean Time.	Height.
Fri. Bat. Snu.	30	in/in. m 1 47 4 49 R m 8 14 4 56 a m 4 57	1. in	71. 101. 9 14. 9 12 a 7m. 10 9 12 12 12 a	16. 10. 1 2 1 7 0 8
Mon. Tues. Wed. Thurs	3 4 5	6 40 a 427 d 44 m 7 44 m 8 46 m 7 41 a m 9 42	8 0 4 10 2 11 5 4 2 10 6 9 2 8 6 1	m 11 68. m 11 68. m 1 17 0 29 16 m 2 16	9

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